

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXII. No. 4047. 號七十月六年六十七百八千一英

HONGKONG, SATURDAY, JUNE 17, 1876.

日六廿月五年子丙

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREAN, 30, Cornhill. GORDON & GOSWELL, Ludgate Circus. E. C. BATES, HENDY & Co., 4, Old Jewry, E.C. SAMUEL DRACON & Co., 150 & 164, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOSWELL, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

CHINA.—SUNATON, QUELON & CAMPBELL, Amoy, Swatow, Hong Kong, Canton, Shanghai, and other ports. LAM, CRAWFORD & Co., and KELLY & Co., Manila, Cebu, and other ports. MACAO, L. A. DA GRAGA.

Banks.

COMPTOIR D'ESCOMPTE DE PARIS.

INCORPORATED BY NATIONAL DECREES OF 7TH AND 8TH MARCH, 1848.

BY IMPERIAL DECREES OF 25TH JULY, 1854, AND 31ST DECEMBER, 1866.

Recognized by the INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

Paris. 8 Sterlings.

PAID-UP CAPITAL, 50,000,000 3,200,000

RESERVE FUND, 20,000,000 800,000

HEAD OFFICE.—14, Rue Bergère, Paris.

LONDON AGENT.—144, Leadenhall St., E.C.

AGENTS.—At Nantes, Lyons, Marseilles, Brussels, Bombay, Calcutta, St. Denis (Ile de la Réunion), Hong Kong, Shanghai and Yokohama.

LONDON BANKERS.—Bank of England, Union Bank of London.

HONGKONG AGENCY.

INTEREST ALLOWED

ON Current Deposit Account at the rate of 2 per cent. per annum on the monthly minimum balances, and on Fixed Deposits at rates which may be ascertained at the office.

CHR. DE GUIGNÉ,

Manager.

Offices in Hongkong: Bank Buildings, Queen's Road.

Hongkong, May 14, 1876.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.

RESERVE FUND, 100,000 Dollars.

COURT OF DIRECTORS.

Chairman.—E. R. BELLING, Esq.

Deputy Chairman.—AD. ANDRE, Esq.

J. F. CORBET, Esq. S. W. POMEROY, Esq.

H. HOPKINS, Esq. F. D. RASSOON, Esq.

A. MOLYNEUX, Esq.

CHIEF MANAGER.

Hongkong, JAMES GREIG, Esq.

Manager.

Shanghai, EWEN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—

For 6 months, 2 per cent. per annum.

" 6 " 4 per cent. " "

" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG,

Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East.

Hongkong, February 17, 1876.

Notices of Firms.

NOTICE.

MR. THEOPHILUS GEX LINSTEAD is authorized to sign our Firm in Hongkong and Canton.

China, June 1, 1876.

PURDON & Co.

NOTICE.

MR. H. MUNSTER SCHULTZ has been authorized to sign our Firm per procurator.

WIRLER & Co.

Hongkong, June 1, 1876.

NOTICE.

THE Underigned has been appointed SURVEYOR to LLOYDS REGISTER at this Port.

R. H. CAIRNS.

7, Club Chambers, Hongkong, April 29, 1876.

Notices of Firms.

NOTICE.

I have this day authorized Mr. J. V. SHAW to sign my name per procurator.

A. MACG. HEATON.

Hongkong, January 1, 1876.

NOTICE.

WE have Established branches of our Firm at Halpheng and Hanol. Mr. E. CONSTANTIN is authorized to sign by procurator in Tonquin.

LANDSTEIN & Co.

Hongkong, December 31, 1875.

NOTICE.

THE Underigned have entered into Co-partnership from the First day of January, 1876, in the Business of Shipbrokers at this Port, under the style of MORRIS & RAY.

A. G. MORRIS.

E. C. RAY.

Bank Buildings, Hongkong, February 3, 1876.

FOR SALE.—Nos. 1, 5, 7, 9 and 11

Mosque Street.

Nos. 1 and 3 Mosque Junction.

Crown Rent, \$7.28 a year.

Monthly Rentals, \$110.

Price for the lot, \$5,000 Net.

Taxes payable by tenants.

Apply to J. D. HUMPHREYS, Hongkong Dispensary.

Hongkong, June 10, 1876.

Intimations.

TENDERS for the necessary REPAIRS of the Spanish Brig "DORA," will be received at the Office of the Underigned up till Noon on MONDAY, the 19th Inst.

H. KIER.

Hongkong, June 10, 1876.

NOTICE.

ANY CLAIMS against the British Barque "EVELYN" must be sent in to the Underigned before Noon of MONDAY, the 19th Instant, or they will not be recognized.

MELCHERS & Co., Agents.

Hongkong, June 14, 1876.

HONGKONG, CANTON, AND MACAO STEAM-BOAT COMPANY, LIMITED.

FOR the convenience of travellers, the Steamer "POWAN" will leave LONGKONG at Noon on SATURDAYS, and MACAO at 7 a.m. on MONDAYS, commencing on Saturday Next, the 17th Instant. On other days the Hour of Departure from both places will be 9 a.m.

By Order, P. A. DA COSTA, Secretary.

Hongkong, June 10, 1876.

CHINESE INSURANCE COMPANY, LIMITED.

NOTICE.

THE Transfer BOOKS of this Company will be CLOSED from the 20th to the 30th Instant, both days inclusive.

By Order of the Board of Directors, OLYPHANT & Co., General Agents.

Hongkong, June 13, 1876.

AFONG,

PHOTOGRAPHER,

by appointment, to H. E. SIR ARTHUR KENNEDY, GOVERNOR OF HONGKONG; and to

H. L. H. THE GRAND DUKE ALEXIS OF RUSSIA, Wyndham Street, formerly ATHLETIC CLUB, HAS on hand the Largest and Best collection of Views, &c., of Amoy, Formosa and all the different Chinese Ports. Also, a large assortment of Photographic Albums, Frames, Writing Cases, Desks, and many other ornamental and useful articles too numerous to mention.

Hongkong, May 15, 1876.

HOLMES' REMOUE LIGHTS.

CAPTAINS, wishing to test the value of the above-named LIGHTS, so favourably mentioned in the Papers this winter, may obtain any number at the price of about £1 a Piece.

Apply at Wm. FUSTAU & Co.'s Shipping Office.

Hongkong, June 18, 1876.

THE WONDERFUL ARAB DWARF.

BINAMHNGOD, one of the greatest of living prodigies, will shortly be exhibited at the ORIENTAL HOTEL.

BINAMHNGOD is an Arab, 25 years of age and 33 inches in height; has no legs or arms, yet walks about, feeds himself, writes his name, &c.; besides his native tongue, he speaks English, French, Dutch, Hindostani, Malay, and several other languages.

Hongkong, June 14, 1876.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE OF REMOVAL.

THE OFFICES of the Pacific Mail Steamship Company have this day been REMOVED to the Premises No. 18, PRAYA CENTRAL, lately occupied by Messrs HOLLIDAY, WIST & Co.

G. B. EMORY, Agent.

Hongkong, June 8, 1876.

Intimations.

THE MEDICAL HALL.

37, Queen's Road, Hongkong.

ESTABLISHED 1858.

TH. KOFFER, Proprietor.

Hongkong, April 28, 1876.

HONGKONG.

Chs. J. GAUPP & Co., WATCHMAKERS & JEWELLERS.

38, Queen's Road, HONGKONG.

NAUTICAL INSTRUMENTS, CHRONOMETERS, &c., &c., &c.

Carefully Repaired, Cleaned and accurately rated under guarantee.

All Repairs in the above line done at reasonable rates and with despatch.

Hongkong, May 1, 1876.

IN CONSEQUENCE OF THE REDUCTION OF THE PRICE OF THE "SHANGHAI COURIER AND CHINA GAZETTE," IT WILL BE THE CHEAPEST DAILY PAPER IN CHINA and as a large INCREASE OF CIRCULATION MAY BE CONFIDENTLY ANTICIPATED, THE ADVANTAGE TO ADVERTISERS IS OBVIOUS.

F. KRUPP'S CAST STEEL WORKS, ESSEN (Germany.) Sole Agent for China, F. PHIL.

HONGKONG, SHANGHAI, COLOGNE (Germany.)

LOONG SHING & Co., DEALERS IN ANCIENT CHINESE CURIOSITIES AND HOUSEHOLD FURNITURE, No. 34, Wellington Street, HONGKONG.

AH YON, SHIPS' COMPEADORE AND STEVEDORE, No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.

Of the best quality and at the shortest notice.

Hongkong, May 1, 1876.

NOTICE.

THE HONGKONG HOTEL COMPANY LIMITED.

THE CERTIFICATES OF THE SHARES Numbered 551/575 and 621/630 (inclusive) in this Company, standing in the Register in the name of Mr. WILLIAM RUDOLPH LANDSTEIN, having been lost by him, Notice is hereby given that New Certificates for such Shares have this day been issued to the said WILLIAM RUDOLPH LANDSTEIN as such registered Proprietor of the Shares therein mentioned, and that the Original Certificates will hereafter be held by the Company as null and void.

Dated the 14th day of June, A.D., 1876.

By Order of the Directors, L. HAUSCHILD, Secretary.

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NOTICE.

SAILMAKING DEPARTMENT.

DURING the Temporary Absence of our Mr. W. DOLAN, this DEPARTMENT will be CARRIED ON as heretofore, under the Superintendence of Experienced FOREMAN, who have acted in this capacity under Mr. Dolan for 15 years.

All Orders in this Branch of Business will have our careful attention.

MACLEWEN, FRICKEL & Co.

Hongkong, June 1, 1876.

Auctions.

PUBLIC AUCTION.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, in their Sale Rooms, Praya, on

TUESDAY, the 20th June, 1876, at Noon.—

Ex S.S. "KWANGTUNG."

(For accounts of the concerned.)

A Quantity of IRON and BRASS STEAM ENGINE GEAR, STEAM WINCH GEAR, and Sundry FITTINGS.

Catalogues will be issued.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7.

All lots, with all faults and errors of description, at Purchaser's risk on the fall of the hammer.

Hongkong, June 13, 1876.

Auctions.

PUBLIC AUCTION.

THE Underigned has received instructions from H. M. Naval Storekeeper, to sell by Public Auction, on

WEDNESDAY, the 21st June, 1876, at 11 a.m., at H. M. Naval Yard,—

SUNDRY VICTUALLING and NAVAL STORES, comprising: Copper Pipes, Old Iron, Hoses, Lignum Vite, Linen, Canvas Bags, Blue Cloth, Duck, Serge, Jean, Blankets, Shoes, Tobacco, Mess Traps, Packing Cases, Casks, Implements, &c., &c.

Also, 2 60-H.P. Engines, 1 Washing Machine, 1 Ice-Making Machine, 1 Normandy's Condenser.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

The lots, with all faults and errors of every description whatsoever, at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG, Government Auctioneer.

Hongkong, June 13, 1876.

PUBLIC AUCTION.

THE Underigned has received instructions to sell by Public Auction, on account of whom it may concern, on

TUESDAY, the 27th June, 1876, at Noon, at his Office, Marine House, Queen's Road,—

The Steamer "PAWTUCKET" of Boston, Massachusetts, 230 Tons Registered Burden; with a Battery consisting of

2 Brass 24lb. Howitzers, 2 20lb. Rifled Parrotts, 1 30lb. Rifled Parrotts.

Sundry Shot and Shell for above Battery.

The above Vessel was purchased of the United States Government, and is Registered at Boston. Register No. 177, dated 16th September, 1867.

TERMS OF SALE.—One half of the purchase money to be paid on the fall of the hammer, and the balance on completion of transfer, the expenses of which to be paid by the purchaser. All lots, with all faults and errors of description, to be at purchaser's risk on the fall of the hammer.

For further Particulars apply to the United States Consulate at Hongkong; the Trustees of the Estate of AUGUSTINE HEARD & Co., Queen's Road; or to the Underigned, where inventories may be seen.

W. KERFOOT HUGHES, Auctioneer.

Hongkong, June 10, 1876.

Shipping.

Steamers.

FOR SWATOW, AMOY AND TAMSUI.

The British Steamship "LEONOR," Capt. YOUNG, will be despatched for the above Ports on SUNDAY, the 19th Instant, at Daylight, instead of as previously advertised.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

Hongkong, June 16, 1876.

The Eastern and Australian Mail Steam Co.'s Steamer "NORMANBY," Captain REDDELL, will be despatched from HONGKONG for BRISBANE, &c., about the 20th Instant.

For Freight or Passage, apply to the Underigned, who are prepared to grant through Bills of Lading.

GIBB, LIVINGSTON & Co., Agents.

Hongkong, June 9, 1876.

FOR COOKTOWN.

The British Steamer "MECCA," Captain JOHNSON, will leave this for the above Port on MONDAY, the 19th Instant, at 2 p.m.

For Freight or Passage, apply to HOP KEE.

(Hongkong, June 15, 1876.)

FOR SAIGON.

The British Steamship "PENEDG," Capt. JOHN CAIR, will leave for the above Port on MONDAY, the 19th Instant, at 4 p.m.

For Freight or Passage, apply to AH YON.

Hongkong, June 10, 1876.

FOR LONDON.

The Steamship "BENLEDI," Captain BEEHANAN, will load as above, and be despatched on MONDAY, the 20th Instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents S. S. Benledi.

Hongkong, June 10, 1876.

Shipping.

Sailing Vessels.

FOR SAN FRANCISCO.

(To follow the "Wealthy Pendleton.")

The A 1 American Bark "AMERICAN LLOYDS," Captain PARK, will be despatched for the above Port on or before the 20th June.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, June 8, 1876.

FOR LONDON.

The A 1 British Clipper Ship "COMMISSARY," Captain HURTER, will load for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, May 19, 1876.

FOR NEW YORK.

The A 1 American Bark "CHARLES O'LEARY," N. STUBBS, Master, will load here and at Whampoa, and will have quick despatch as above.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, June 2, 1876.

FOR NEW YORK.

The A 1 British Barque "SOPHIE," Captain JONES, having the greater portion of her Cargo engaged, will load here and at Whampoa, and have quick despatch.

For Freight, apply to OLYPHANT & Co.

Hongkong, June 12, 1876.

FOR SAN FRANCISCO.

The A 1 American Ship "ANNIE FISH," HOFFES, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, May 12, 1876.

FOR SAN FRANCISCO.

The A 1 American Ship "COMET," BRAY, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL

AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

AND ATLANTIC STEAMERS.

THE S. S. "BELGIO" will be despatched for San Francisco, via Yokohama, on SATURDAY, the 1st July, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of 30th Instant. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 16, Praya Central.

G. B. EMORY, Agent.
Hongkong, June 1, 1876. jyl

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer "CHINA" will be despatched for San Francisco, via Yokohama, on SATURDAY, the 18th July, 1876, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Company will leave Shanghai, via the Island Sea Port, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m. 14th Proximo. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 16, Praya Central.

G. B. EMORY, Agent.
Hongkong, June 10, 1876. j16

Intimations.

THE GREAT NORTHERN TELEGRAPH COMPANY.

HEAD OFFICE,

Shanghai, 26th May, 1876.

FROM and after this Date, the Rate for MESSAGES between this and GUTZLAFF is Reduced from \$6 to \$2 for 20 Words. Arrangements may be made for reporting by wire any Signals hoisted by Vessels passing.

GEORGE J. HELLAND,
General Agent.

Hongkong, June 13, 1876. j20

WANTED TO PURCHASE.

CHINA REVIEW—Complete Set of Vol. I. Six Dollars will be paid for the above.

No. 1 and 2, Vol. I.
No. 1, (2 copies) and No. 2, (1 copy)
Vol. II.

One Dollar will be given for each of the above Nos.
Apply to the Publishers,
CHINA MAIL OFFICE.

FURNITURE WAREHOUSE.

A. H. KING & Co. beg to inform the Public that their "Furniture Show Rooms" are now in Queen's Road Central, No. 81, opposite Messrs. SAYS & Co., and two doors from Messrs. LANE, CRAWFORD & Co., where they have all descriptions of ELEGANT and ENGLISH-MADE FURNITURE, necessary for completely furnishing a Gentleman's Residence.

Also, CHINESE and JAPANESE CURTAINS, FINEST EBONY CARVED TABLES and CHAIRS of every kind may be had on reasonable Terms.

Hongkong, June 16, 1876. nol2

HAINAN.

A PHOTOGRAPH of the PASSAGES made by the R. C. "LING FENG," to HOI-HOW by the direct route, can be obtained at Mr. AYON's, Wyndham Street, at cost price, viz. 75 cents.

Hongkong, June 14, 1876. j21

NOW READY.

BUDDHISM, ITS HISTORY, THEOLOGY AND POPULAR RELIGION, in three Lectures. By Dr. E. J. KETTEL. Second Edition. One Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs. LANE, Crawford & Co.
Hongkong, July 21, 1876.

Insurances.

QUEEN FIRE INSURANCE COMPANY.

THE Underigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,
Agents.

Hongkong, January 1, 1874.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS, 800,000 TAIPEI.

POLICIES granted on Marine Risks to all parts of the world at current rates. This Association will, until further notice, provide out of the earnings, first for an interest Dividend of 15% to Shareholders on Capital, and thereafter distributed among Policy holders, annually, in cash. ALL the Profits of the Underwriting Business pro rata to amount of premium contributed.

RUSSELL & Co.,
Agents.

Hongkong, July 9, 1872.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—Two Millions Sterling.

THE Underigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods in Methods, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, terms of proposals or any other information, apply to ARNHOLD, KARBBERG & Co.

Agents Hongkong & Canton.

Hongkong, January 4, 1867.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1871.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Underigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.
Agents.

Hongkong, October 14, 1868.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

of His Majesty King George The First,

A. D. 1720.

THE Underigned have been appointed Agents for the above Corporation are prepared to grant Insurances as follows—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £5,000 on reasonable terms.

HOLLIDAY, WISE & Co.
Agents.

Hongkong, July 25, 1872.

CHINESE INSURANCE COMPANY. (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.

OLYHANT & Co.,
General Agents.

Hongkong, April 17, 1873.

YANGTZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

AFTER this date, the above Association will allow a Brokerage of Thirty-three and One Third per cent. (33 1/3%) on Local Risks only.

RUSSELL & Co.,
Agents.

Hongkong, June 5, 1874.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Underigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.
Agents.

Hongkong, January 8, 1875.

Insurances.

THE SOUTH-AUSTRALIAN INSURANCE COMPANY, ADELAIDE.

CAPITAL, £600,000.

THE Underigned have been appointed Agents for the above Company in Hongkong, China and Japan, are prepared to issue Policies of Marine Insurance, payable in Australia, London, Calcutta, Bombay, Mauritius, China and Japan at current rates.

ADAMSON, BELL & Co.
Agents.

Hongkong, September 6, 1875. jyl

THE SCOTTISH IMPERIAL INSURANCE CO.

THE Underigned having been appointed Agents in Hongkong for the above-named Company, is prepared to grant Policies against Fire, on Buildings and on Goods to the extent of £10,000, at the usual rates, subject to an immediate discount of 20%.

Attention is invited to a considerable reduction in Premiums for Life Insurance in China.

Life Policies effected during the year 1875, share in the Bonus to be declared on 31st December for the quinquennial period then ending.

A. MACG. HEATON.
Agents.

Hongkong, September 27, 1875.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Underigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,
Agents.

Hongkong, July 8, 1875.

ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOHERS & Co.,
Agents, Royal Insurance Company.

Hongkong, July 8, 1875.

For Sale.

FOR SALE.

THE UNDERMENTIONED LAND AND BUILDINGS.

AT HONGKONG:—

INLAND LOT 82.—The well-known House and Offices lately occupied by Messrs. A. HEAD & Co., adjoining the Cathedral Compound.

The Ground below the masonry retaining wall of the above abutting on the Queen's Road.

Annual Crown Rent, \$390.48.

MARINE LOT 111, WANKAI.—First-class and extensive Godowns.

Annual Crown Rent, \$324.

AT YOKOHAMA:—

LOTS No. 6 and No. 27 in the Foreign Settlement.

No. 6 is situated on the Bund, and comprises an Eight-roomed Dwelling House, detached, with Garden all round, Offices, Godowns, Servants' Quarters, and Out-houses. Area 1,064 Tanbous of 36 square feet.

Annual Ground Rent, \$263.79.

No. 27 is separated from No. 6 by Water Street, and comprises large Tea Firing and other Godowns, Floss Silk Press, Commodore's Quarters, Stabling, and Fire Engine House. Area, 554 Tanbous.

Ground Rent, \$154.97 per ANNUM.

AT KOBE:—

The Property situated on the Bund, lately known as Messrs. HAZARD & Co.'s, consisting of Offices, Dwelling Houses, One Two-storied Stone Godown, Two Tea-firing Godowns (One Wooden), &c.

Area about 597 Tanbous.

AT SHANGHAI:—

The Property situated on the Bund, and bounded South by the Banking Road, and North by Messrs. LIVINGSTON & Co.'s Lot, consisting of Offices, Two Dwelling Houses, Six Godowns, Silk Room, Shipping Office, &c., and known as the Kiao Kien Road.

Total Area, Mow 9.937, or square feet 55,587.

AT FOOCHEW:—

The Property situated on the South Bank of the Min, lately known as Messrs. A. HAZARD & Co.'s, consisting of Dwelling House, Offices, extensive Godowns, Tea-packing Sheds, &c.

Area 48,720 square feet.

Applications for Purchase, or further information, to be made to

J. WHITALL,
T. G. LINTSEAD,
Trustees A. Hazard & Co.'s Estate,
23, Queen's Road, Hongkong.

Hongkong, May 30, 1876.

NOTICE.

THE Underigned, having been for 18 years in this port as Ship's Compro-dore and Stevedore, has always on hand.

FOR SALE.

First Class Tea Ballast, at 55 cents per ton.

Second " " " " " "

Blue Stone Ballast, " " " "

Stone Ballast, " " " "

Coolies for discharging " " " "

Coolies for discharging " " " "

Coolies for discharging " " " "

Also,

Fresh PROVISIONS, Ollman's STORES, Paints, Oil, &c., &c. can be had at more moderate rates for Shipmasters than anywhere else at this port. If any Shipmasters require my services, they will please apply to No. 7, Praya West (between the Canton Steamers' Wharves).

AB YON,
Ship's Compro-dore and Stevedore.

Hongkong, May 2, 1876. j23

Intimations.

COSMOPOLITAN DOCKS.

THE DOCKS being now completed, are capable of Docking any size Vessels frequenting this Port, and executing any REPAIRS required.

A large quantity of SPARS, LUMBER, IRON, COPPER, YELLOW METAL, &c., &c., always kept in Stock at cheap rates.

Length of Dock, 455 Feet.

Breadth do., 92 "

Depth of Water, Springs, 24 "

do., Neaps, 21 "

The following Rates will be charged until further notice:—

Recoopering, including Dockage, Shoring, Labor, Felt, Pitch Tar and Oakum, 80 cents per Stead.

Painting Iron Steamers, including Dockage, 2 Coats Paint and 1 Coat Tallow, 35 cents per Ton Gross Register.

Painting Iron Steamers, including Dockage, 1 Coat Paint and 1 Coat Tallow, 80 cents per Ton Gross Register.

For further particulars, apply to

W. B. SPRATT & Co.,
9, Praya East.

Hongkong, April 20, 1876.

NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued DAILY instead of WEEKLY as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the China Mail. The unusual success which has attended the Chinese Mail makes it an admirable medium for advertisers.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &c., address

MR CHUN AYIN,
Manager.

China Mail Office,
17th February, 1874.

THE MERCHANTS' MARINE INSURANCE COMPANY, LIMITED, OF LONDON.

SUBSCRIBED CAPITAL, £200,000.

THE Underigned, having been appointed Agents in Hongkong for the above Company, are prepared to issue Policies of Marine Insurance at current rates, payable in London, India, Australia, New Zealand, Straits, Mauritius, Java, Manila, China, Japan, California, &c., &c.

ADAMSON, BELL & Co.
Agents.

Hongkong, March 24, 1876. j24

Note.—By the Company's Articles of Association it is provided that, after payment to the shareholders of a dividend of 10 per cent. per annum, one fourth of the residue of profits will be ratably divided amongst those Insurers out of whose business profits have been made during the year.

STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED, OF HANLEY.

SUBSCRIBED CAPITAL, £250,000.

THE Underigned, having been appointed Agents in Hongkong and Shanghai for the above Company, are prepared to issue Policies of Fire Insurance at current rates.

ADAMSON, BELL & Co.
Agents.

Hongkong, March 24, 1876. j24

Now Ready.

THE CHINA REVIEW.

VOL. IV, No. 5.

Annual Subscription, postage included, \$8.50.

CONTENTS.

Essays on the Chinese Language, (Continued from page 212.)

The Folk-lore of China, (Continued from page 227.)

The Lamentations and Death of 'Ching' Oben, The Last Emperor of the Ming Dynasty.

Ancestral Worship.

Nonsense Verses for the Radicals.

The Language and Literature of China.

Chinese Spelling Tables.

Chinese Interchange with the Countries of Central and Western Asia During the Fifteenth Century.

Dr. Williams as an Authority on Etymology.

Short Notices of New Books and Literary Intelligence.

Notes and Queries on Eastern Matters.—Historical Outline of Medical Missions at Canton, Hongkong and Macao.

Mr. Kingmill on Chinese Myths.

"Sinologue" or "Sinologist."

Tienhu: Shanghai.

The Chinese Wills.

Congress at St. Petersburg.

The 214 Radicals.

Bell's Visible Speech Alphabet.

"Micare Digitalis."

Books Wanted, Exchanges, &c.

China Mail Office.

Hongkong, May 15, 1876.

HONG LISTS.

THE AMENDED HONG LIST

in English and Chinese, containing the Names of all the most important Companies, Institutions and Mercantile Houses in the Colony.

For Sale.

SAYLE & Co.
We beg to call special attention to our Show-room and Ladies' Outfitting Departments.

We are offering a fine assortment of Japanese Silks, which will wear well, at 65 cents per yard, worth \$1.

Summer Dresses:—
Satin Striped Poplins.
Figured Poplins.
Fancy and Plain Grenadines.
Black and Fancy Gauzes.
Fancy Silks. Black Silks.
Niagara Striped Muslins.
White Brilliants.

A lot of Lace Goods at less than half-price.

Made-up Wrappers and Costumes.
Embroidered Skirts.
Ladies' and Children's Under-clothing.

Straw Hats and Bonnets.
Feathers and Flowers.
Ladies' and Children's Hosiery.

Our Dressmaking Department is under the supervision of a Court Dressmaker.

Our Millinery Department is under the supervision of a West End Milliner.

SAYLE & Co.
VICTORIA EXCHANGE.
Queen's Road & Stanley Street.

FOR SALE.

200 Casks CLARET from BORDEAUX.
Apply to **LANDSTEIN & Co.**
Hongkong, March 10, 1876.

TAKASIMA COLLIERY.

JARDINE, MATHESON & Co., Agents.
FOR SALE, Large Takasima Coal, at \$8 per ton, ex Godown. Small Takasima Coal, \$6 per ton, ex Godown.
Apply to **T. G. GLOVER,**
No. 7, Queen's Road, at East Point, Hongkong, May 16, 1876.

FOR SALE, **W. M. CHILLINGWORTH & SON'S** CROWN SHERRIES and PORTS. R. P. ATKINS & Co.'s PORT. BASS' ALE, in Quarts and Pints. W. M. YOUNGER & Co.'s Edinburgh STRONG ALE, in Hogsheads.

W. H. NOTLEY,
Hongkong, June 9, 1876.

DUC DE MONTEBELLO CARTE BLANCHE CHAMPAGNE. Quarts, \$15 per case (1 dozen). Pints, \$16 " " 2 " " 5 per cent. discount on 25 cases.

Bourbon WHISKEY. \$12 per case (1 dozen).
FOR SALE BY **HEARD & Co.**
Hongkong, June 22, 1876.

FOR SALE, **NUMBER OF NEW IRON WATER TANKS**, 4 Feet square. Apply to **CAPTAIN ON BOARD,** American Bark "American Lloyd," Hongkong, May 30, 1876.

To-day's Advertisements.
STREAM TO YOKOHAMA. The P. & O. S. N. Co.'s S. S. "MALACCA" will leave for the above place TO-MORROW, the 18th instant, at Daylight.

STREAM TO SHANGHAI. The P. & O. S. N. Co.'s S. S. "MONGOLIA" will leave for the above place on MONDAY, the 19th inst., at Daylight.

FOR SHANGHAI. The Steamship "GLENROY," Captain Taylor, will leave for the above Port on MONDAY, the 19th instant, at Noon.

FOR YOKOHAMA & HIOGO. The Steamship "TARTAR" will be despatched for the above Ports at Daylight, on TUESDAY, the 20th instant.

The Steamer has excellent accommodation for First and Second Class Passengers. For Freight or Passage, apply to **ADAMSON, BELL & Co., Agents.**
Hongkong, June 17, 1876.

FOR MANILA. The Steamship "ESMERALDA," Captain Thebaud, will be despatched as above on WEDNESDAY, the 21st instant, at Noon.

For Freight or Passage, apply to **A. MACG. HEATON, Agent.**
Hongkong, June 17, 1876.

DANISH CONSULATE. Hongkong, June 17, 1876.

NOTICE is hereby given that Mr. RUDOLPH JENSEN having resigned the Office of Consul for this Colony for H. M. the King of Denmark, applications for the office should be sent in to the Ministry of Foreign Affairs, Copenhagen, before the First of November, 1876.

H. K. LARSEN, Consul pro tem.

To-day's Advertisements.

SEALD TENDERS will be Received by the Undersigned on or before SATURDAY, the 24th instant, at Noon, for the performance of the following Services, viz:—

FOR THE NAVAL HOSPITAL, MOUNT SHADWELL.
Building a Guard-Room and Entrance Gates.
Building Chinese Servants' Latrine and Urinal, and Altering Servants' Quarters.
Erecting Smoking Sheds.

NAVAL YARD.
Sundry Repairs to Buildings.

Plans and Specifications can be seen and particulars obtained at the Naval Storekeeper's Office.

JOHN BRENNER,
Naval Storekeeper.
H. M. Naval Yard, Hongkong, June 17, 1876.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
ATGON, SINGAPORE, BATAVIA,
POINT DE GALLE, ADEN, SUEZ,
ISMAILIA, PORT SAID, NAPLES,
AND MARSEILLES;
ALSO,
PONDICHERY, MADRAS AND
CALCUTTA.

ON SATURDAY, the 24th June, 1876, at Noon, the Company's S. S. ANADY, Commandant DE BUTLER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 23rd June, 1876. (Parcels not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Acting Agent.
Hongkong, June 17, 1876.

Not Responsible for Debts.
Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

LEFEBVRE, German barque, Captain Matzen.—Wm. Putsu & Co.
Horn, British barque, Captain Boulton.—Gibb, Livingston & Co.
Cormet, American ship, Captain William M. Bray.
VINDEK, British barque, Captain John Parkhouse.

ZOROBY, British barque, Captain Geo. Scarlett.—Gibson & Co.
WILLARD MURDOCK, American barque, Captain J. B. Dickey.—Jardine, Matheson & Co.
EVELYN, British barque, Capt. Knowles. Melchers & Co.
SCOTT, British barque, Captain Ross Jones.

FEYTSCH, German barque, Captain J. Greiff.—Eduard, Schellhaus & Co.
CHACNAUDDEN, British barque, Capt. A. McDonald.

FONTENAY, British ship, Capt. George B. Taylor.—Arnold, Karberg & Co.
NEARQUE, American ship, Capt. Pierce.—Eduard Schellhaus & Co.
ANNA HAUSWEDDEL, German barque, J. M. Schröder.—Eduard Schellhaus & Co.

SHIPPING.
ARRIVALS.
June 17, Mongolia, Brit. steamer, 1,584.
A. L. Coleman, Bombay May 29, Galle June 4, Penang 9, and Singapore 11, Mails and General.—P. & O. Co.
June 17, Douglas, British steamer, 864. Burzio, Foochow June 14, Amoy 16, and Swatow 16, General.—DOUGLAS LAFRANCA & Co.

June 17, Hylton Castle, British barque, 547, Scotch, Hylton June 8, Rice.—ORDEN.
June 17, Mantle II., German barque, 616, H. O. Gunner, Bangkok May 31, Rice and Rosewood.—STIMMER & Co.
June 17, Montego, British barque, 316, Griffiths, Newchwang May 23, Beans.—EDUARD SCHELLHAUS & Co.

DEPARTURES.
June 16, Pootien, for Canton.
17, Olachnaudden, for Newchwang.
17, Echo, for Foochow.
17, Ajan, for London, &c.
17, Feng-shao-hai, for a cruise.
17, Argyle, for Singapore & Calcutta.
17, Hindostan, for Singapore and Calcutta.

CLEARED.
Cyphreus, for Hankow.
Aja, for Saigon.
William Phillips, for Tooton.
Minna, for Foochow.
Norma, for Swatow.
Leonor, for Swatow, &c.

PASSENGERS.
ARRIVED.
Per Mongolia, for Hongkong: from Southampton, Mr. E. P. Knight, Dr. E. G. P. Wade and Mr. G. W. Anton; from Penang; 45 Chinese; from Singapore, The Hon. J. Preston, Mr. R. Harvey, and 46 Chinese. For Shanghai: from Singapore, Mr. Forbes. For Yokohama: from Southampton, Messrs J. Ellerton, G. Tanaka, G. Worfield, and J. Wood.

Per Douglas, from Coast Port, Mr. R. M. Leitch, 1 European deck, and 69 Chinese.

Per Olachnaudden, for Newchwang, 1 Cabin and 2 Chinese.
Per Ajan, 18 Chinese and 2 boys.
Per Argyle, for Singapore, &c., 1 European and 375 Chinese; for Australia, 51 Chinese.

Per Hindostan, for Singapore, &c., Mrs. Gardner, Miss Apoor, Mr. M. McLarty, and 866 Chinese.

TO DEPART.
Per Aja, for Saigon, 40 Chinese.
Per William Phillips, for Tooton, 8 Cabin and 15 Chinese deck.
Per Norma, for Swatow, 160 Chinese.
Per Leonor, for Swatow, &c., 2 Cabin and 49 Chinese.

SHIPPING REPORTS.

The British barque *Hylton Castle* reports: Experienced light S.E. and S.W. winds throughout the passage.

The German barque *Manila II.* reports: Light S.E. winds and fine weather throughout the passage.

The British barque *Montego* reports: Moderate variable winds and fine weather throughout.

The British steamer *Douglas* reports: From Foochow to Amoy, experienced fresh N.E. winds with heavy rains and cloudy weather. Amoy to Swatow moderate N.E. winds and fine, and Swatow to port, first part light variable winds and equally, latter part light southerly winds and fine.

In Foochow—H.M.S. *Lapwing* and *Str. Archer*, *Brasmar Castle*, *Andia*, *Europe*, *Glenfalloch*, *Gabota*, *Macgregor*, *Montgomery*, *Nepos*, *Statenland*, *Fitzroy*, *Queenland*, and *Penang*. Passed *Thermopylae* and *William McQueen*, at anchor in Kiver Min. In Amoy—H.M.S. *Thistle*, and *Str. Riga*, *Hailong*, *Emeralda*, and *Consolation*. S. S. *Namoi* left for Foochow same day. In Swatow—C. G. B. *Chento*, R. C. *Fai Hoo*, and *Str. Caribbrooke*, *Eochow*, *Yungking*, *Est-poua*, *Norden*, *Tien-tsin* and *Hajah*. Passed S. S. *Yess* bound North off Longui Point.

CARGO.
Per *Ala*, sailed June 15, 1876.—For Yokohama, 779 bags Sugar, 307 bags Beans, 43 pkgs. Cordage, 174 pkgs. Merchandise. For San Francisco, 550 Empty Quicksilver Flasks, 2,170 bags Rice, 814 bales Gunny Bags, 306 bags Beans, 98 pkgs. Tea, 192 pkgs. Tapioca, 4 pkgs. Silks, 7 boxes Opium, 880 bags Sugar, 35 bags Coffee, 10 cases Nutmegs, 1,042 pkgs. Merchandise. For Punta Arenas, 4 boxes Silk, 28 boxes Tea, 5 boxes Merchandise. For La Libertad, 2 cases Floss Silk. For La Union, 5 cases Silk. For Caliao, 23 boxes Malva Opium, 20 boxes Silks, 3 boxes Merchandise. For Boston, 16 packages Chinaware, 1,715 half-chests and 60 boxes Tea. For New York, 200 boxes and 707 half-chests Tea, 32 bales and 24 cases Silk, 1 case Merchandise.

POST OFFICE NOTIFICATIONS.
MAILS will close:—
For SWATOW.—
Per *NORVA*, at 9 a.m., on Sunday, the 18th inst.
Per *COLUMBIAN*, at 11.30 a.m., on Monday, the 19th inst.
For SHANGHAI.—
Per *MONGOLIA*, at 5 p.m. To-morrow, the 18th inst. Late letters received from 5.10 to 6.30 p.m.
The Post Office will be open from 8 to 9 a.m. and from 4 to 5 p.m. Sunday box open all day.
Per *ELENOR*, at 11.30 a.m., on Monday, the 19th inst.
Per *HOWLAND*, at 3.30 p.m., on Monday, the 19th inst.
For CALCUTTA.—
Per Barque *IPHIGENIA*, at 11.30 a.m., on Monday, the 19th inst.
For COOKTOWN.—
Per *MECCA*, at 1.30 p.m., on Monday, the 19th inst.
For SAIGON.—
Per *PENEDO*, at 3.30 p.m., on Monday, the 19th inst.
For YOKOHAMA & HIOGO.—
Per *TARTAR*, at 5 p.m., on Monday, the 19th inst.
For HAINAN via CANTON (Overland).—
At 7.30 a.m., on Tuesday, the 20th inst., instead of as previously notified.

MAILS BY THE FRENCH PACKET.
The French Contract Packet *ANADY*, will be despatched on SATURDAY, the 24th instant, with Mails to and through the United Kingdom and Europe, via Marseilles; to Saigon, Singapore, Batavia, Galle, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

The following will be the hours of closing the Mails, &c.:—
Friday, 23rd inst.—
5 p.m. Money Order Office closes. Post Office closes except the NIGHT BOX, which remains open all night.

Saturday, 24th June.—
7 a.m. Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 a.m. Registry of Letters ceases.
11 a.m. Post Office closes except for Late Letters.

11.10 a.m. Letters (but Letters only) addressed to the United Kingdom, Saigon, or Singapore may be posted on payment of a Late Fee of 15 cents extra postage, until
11.30 a.m. when the Post Office Closes entirely.

ALFRED LISTER,
Postmaster General.
General Post Office, Hongkong, June 10, 1876.

General Memoranda.
TUESDAY, June 20:—
Daylight.—Tartar leaves for Yokohama and Hio-go.
Noon.—Sale of Steam Engine Gear, Sundry Fittings, &c., at Messrs Lane, Crawford & Co.'s Sale Room.

Transfer Books of the Chinese Insurance Company, Limited, closed from this date to 30th instant, inclusive.

WEDNESDAY, June 21:—
11 a.m.—Sale of Stores at H. M. Naval Yard.
Noon.—Emeralda leaves for Manila.

THURSDAY, June 22:—
Goods per Glenroy undelivered after this date subject to rent.
FRIDAY, June 23:—
Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.
Goods per *Barbador* undelivered after this date subject to rent.
Goods per *Tartar* undelivered after this date subject to rent.

SATURDAY, June 24:—
Noon.—French Mail leaves for Ports of Call and Europe.
Noon.—Government Tenders for Construction close.

MORRIS, June 25:—
Noon.—Bentley leaves for London.

TUESDAY, June 27:—
Noon.—Sale of the Fleeter *Palmetto*, at Mr. W. Kerfoot Hughes' Office.

SATURDAY, July 1:—
3 p.m.—Obsequial & Oriental S. S. Co.'s Steamer *Benig* leaves for Yokohama and San Francisco.

SATURDAY, July 16:—
5 p.m.—American Mail leaves for Yokohama and San Francisco.

MEMOS. FOR TO-MORROW.

RELIGIOUS SERVICES.
ST. JOHN'S CATHEDRAL.—The Right Reverend Bishop Burdon; The Rev. R. Hayward Kidd, Colonial Chaplain. On the First and Third Sundays in each Month:—At 11 a.m., Morning Prayer, Sermon and Celebration of the Holy Communion. On the Second and Fourth Sundays in each Month (and Fifth, if any):—Morning Prayer, Litany, and Sermon. On all Sundays:—At 6 p.m., Evening Prayer and Sermon. On Wednesdays: at 5.30 p.m., Evening Prayer (shortened form), and ex-position of Scripture. On all Holy Days:—At 8 a.m., celebration of the Holy Communion.

Military Services.—Rev. W. H. Baynes, M.A.—At 8 a.m., Morning Prayer and Litany alternately, Sermon and Celebration of Holy Communion every Sunday.

Union Church.—Minister, Rev. James Lamont, Morning Service, at 11 a.m. Afternoon, 3 p.m.

ST. JOHN'S SEAMEN'S CHURCH.—Rev. W. H. Baynes, M.A. Service at 5 p.m. every Sunday. All seats free. Morning Prayer and Communion on the First Sunday in each month at 11 a.m.

ST. STEPHEN'S MISSION CHURCH.—Rev. A. B. Hutchinson, and Rev. Lo Sam Yuen. (All Services in Chinese.) Morning Prayer, Litany, Ante-Communion, and Sermon, at 11 a.m. Bible Class, at 3 p.m. Preaching, at 6.30 p.m. Holy Communion, 1st Sunday in Chinese month.

BERLIN FOUNDLING HOUSE.—Service in the German language, by Pastor E. Klitzke, every Sunday, at half-past ten a.m., in the Chapel of the Berlin Foundling House, West Point.

Shipping.
Daylight.—Malacca leaves for Yokohama.
Daylight.—Leonor leaves for Swatow Amoy and Tamsui.

MEMOS. FOR MONDAY.
Shipping.
Daylight.—Mongolia leaves for Shanghai.
Noon.—Glenroy leaves for Shanghai.
2 p.m.—Mecca leaves for Cooktown.
4 p.m.—Penedo leaves for Saigon.

Goods per *Paisio* undelivered after Noon, subject to rent and landing charges.

Tenders Close.
Tenders to Repair the Spanish Brig *Dora* will be received at the office of the Agents up to Noon.

Miscellaneous.
Noon.—Claims against the *Evelyn* must be sent in to the Agents.

Meeting.
9 p.m.—Meeting of Victoria Lodge.

THE HONGKONG DISPENSARY.
Established A.D. 1841.
香港大藥房

A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERS

OF
DRUGGISTS' FUNDRIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

MANUFACTURERS
OF
Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Effervescent Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

MARRIAGE.
On the 9th May, at St. George's, Ban over-square, by the Rev. Henry Ralph Reedy, Rector of Arthingworth, George, second son of Frederick Banbury, of Shirley House, Shroton, to Nina, daughter of the late T. Chay Beale, of Shanghai.

DEATHS.
On the 9th May, at London, James Brooks, late of Hongkong.
On the 7th May, P. W. L. Mackson, formerly of Messrs Turner & Co., China.
On the 2nd May, at Versailles, Mrs. O. Bencke.

THE CHINA MAIL.
HONGKONG, SATURDAY, JUNE 17, 1876.

It is, we believe, a generally admitted fact, even by those who profess the warmest admiration for the peculiar institutions of America, that the Consular and Diplomatic system of that country is a decided failure. Regarded not as a career but as a temporary provision in life, a gift conferred by the chief of the predominant party on the needy partisan, the American Civil Service in general estimation would appear to have become a system for furthering private interests, acting not so much against the foreign element amongst which its duties are performed, as against those unfortunate of its own nationals whose natural protectors its members are presumed to be. The great object of the American Consular officer too often seems to be to get together within as short a space of time as possible, for the (tentative is precarious), the largest amount of dollars practicable, method & discretion, and return home with his assets. High and honorable exceptions there are no doubt, but the number is in great disproportion to the full list. The East has furnished a large majority of these exceptions; and in the persons of the gentlemen at Singapore, Hongkong, some of the Coast Ports, and especially in the late Consular chief at Shanghai, residents as well as citizens have imbibed a respect for the office founded upon the worthy qualities of the occupant. But circumstances have

lately transpired in connection with an Eastern Consulate, which will go far to do away with the prevalent favourable impression.

Some few months since, certain circumstances were reported as having occurred in connection with the actions of the American Consul at Bangkok of so extraordinary a nature that they did not meet with the full credence they deserved. It appeared almost impossible that the matters referred to could have happened as detailed, and it certainly appeared as if personal feeling or some kindred motive had given a bias to the statements, and materially heightened their colour. Some slight reference was made to the report by a contemporary, but we preferred to wait the result of the official investigation, which we felt sure would be instituted, before laying the matter before our readers. This has now been done, and certainly the original charges would appear to have fallen far short of the facts developed. It would appear that even common decency had been set aside by the Consul in Siam, and that the Government to which he was accredited had been outraged, while the Citizens of the United States unfortunate enough to have been found within his jurisdiction have been subjected to indignities far more than any of those to the suppression of which their sturdy forefathers pledged their "lives," their "fortunes," and their "sacred honours." It must be remembered that, there being no Envoy at Siam, the American Consul there is free to do almost what he pleases, and from his decisions there is no appeal except to the regular tribunals of the United States, which are somewhat remote. Possessing full power over the goods and persons of all American Citizens, holding as it were their lives and liberties in his hand, removed far from any immediate control of his own Government, with no check upon his procedure, and responsible only to the Department of State, which is very jealous of and will not permit any interference on the part of the only department represented in the East, the Navy, it will readily be perceived that in the hands of an unscrupulous and needy man, this office might be made an instrument of extortion limited only by the means of the victims. The *ex parte* charges of the Siamese Government which the Consul has failed to traverse and which have been forwarded to the U. S. Government, are that Mr. Chandler, an old resident in Siam and personal friend of the King, having been appointed the Commissioner for that country to the Centennial Exhibition, the Consul refused to allow him to leave the country and ordered the King to appoint his (the Consul's) son to that office, threatening him with the vengeance of his Government if he neglected his orders; and, on the King's refusal the Consul went to his palace, assaulted Mr. Chandler, who was at that time an occupant, and after abusing the King dragged Chandler away and locked him up in the Consulate prison. That on the King sending an officer to ask the meaning of this outrage accompanied by a guard of honor, the Consul assaulted the officer, drove the guard into the water and wrote a most abusive letter to the King. That clause 3 of the American treaty providing that any and all Siamese in the employ of American citizens shall be amenable only to the laws of the United States, and cannot be interfered with during such term of service by the Siamese Government, the American Consul, on payment of a monthly stipend, furnished certificates of service to Siamese subjects, by which they were enabled to peddle liquors about the canals without any license from the spirit farmer, whereby the public revenue was defrauded in each case of some \$200 per year—the Consul receiving about \$65. That so many of these boats flying the American flag accumulated in the neighbourhood that the revenue was seriously affected and the spirit farmer was compelled, in self-defence, to appoint the Consul's son to an ex-*officio* office at a liberal salary and one-half the confiscations. That in a few days the canals were entirely cleared of these boats, all their contents being seized and confiscated on the ground that the flags they flew did not contain the authorized number of stars, and that in some cases there was a stripe deficient!

The Consul's certificate, bearing the seal of the Consulate, was ignored by him, and the liquors sold, one-half going to his son. That the spirit farmer being a slave of the Regent, and the Consul's son being a paid servant of his, the Government objected to recognise him temporarily as American Consul, during his father's absence in Singapore (where he had gone in a vain attempt to arrest Mrs. Chandler and prevent her return to the United States), on the ground that it was not consonant with the dignity of the Government to deal on terms of equality with a person who was also the servant of a Siamese slave. The son refused to give up the appointment, even temporarily, and both father and son abused the King and ministry roundly, and in set terms for declining to accede to their wishes. Relations were broken off, and the Government declined to receive the Consul officially. He sent to the commander-in-chief of the Asiatic squadron for assistance, and the *debutant* was ordered down to investigate the affair.

The result of the enquiries proved so damaging to the Consul that we are informed the commander of the gunboat refused to communicate with the Siamese through the Consulate, but pursued his investigation directly, and in person received the complaints of the Government and the residents. He soon succeeded in smothering the ruffled feathers of the King, and induced him to renounce

his original intention of contributing to the Centennial, offering to take the contributions to this port in his vessel. He left for Saigon, while they were being prepared, for the purpose of communicating by telegraph with his superior officer. During his absence the American community, consisting of two pilots and a few missionaries, plucked up a little courage from the gunboat's visit, and drew up a petition to the State Department, asking that the Consul's son should not be appointed acting Consul, during his father's contemplated visit home. The existence of this document leaked out, and an action was brought by the son for alleged libel, before the father, as judge. Damages were laid at \$495, as, by the Code, assessors are not necessary in sums under \$500. The parties to the document were summoned as witnesses, and questioned as to the contents of the Circular, the defendant being a man of straw. They declined to give the wording on the ground that, as it was charged to be a libel, and their names were attached to it, they could not be called upon to furnish evidence to criminate themselves. The Consul told them that that might be the law elsewhere, but that in Siam he was the law, and commenced fining them \$10 each for contempt of Court in refusing to answer. Each repetition of the question and the offers produced another fine, until the amounts had reached about the estimated value of the mission property, when the proceedings were closed by his dismissing the case and sending the witnesses to gaol for thirty days for contempt of Court. Their property was all seized, even to the mission boat, and sold to pay the Government fines. Preaching the Gospel among the heathen in Siam has drawbacks not generally contemplated even in its long list of hardships, perils and privations.

It would be useless to enlarge further on the course pursued by this singular official. All that we have narrated and much more has, we believe, been officially reported to his Government, and it is not presumed that he will be allowed very much longer to play these "fantastic tricks before high heaven." His removal has been strongly urged, and we scarcely think can be long delayed. The sooner any government frees itself from the merest suspicion of connivance at or indifference to matters of such a nature the better for itself and its citizens or subjects abroad.

SPIRIT OF THE MORNING PRESS.
The Press notices two memorials that have appeared in the *Peking Gazette* from Ting, Governor of Fokien, denouncing corruption and reality on the part of certain officials in the province, and says that Ting is manifestly in earnest in his work of reform. He sees clearly where the seat of his country's disease lies, and, like an unflinching surgeon, applies the knife promptly to it. It would be a grand thing for China if instead of standing almost alone in that Empire as a reformer Ting was but one of a goodly band. We cannot however draw much hope from Ting's efforts, for the system of Government which renders such corruption possible is at fault. To be thoroughly successful any Chinese Reformer must lay his hands on the supreme authority. The Press also comments on a charge of indecency brought against the native press in Japan.

THE HONGKONG NATIVE PRESS.
The *Chinese Mail* gives a summary of the recent discussion on the necessity of an extradition treaty between Hongkong and Macao. It notices the resources of France, the *Chung Nip San Po* advocates the employment of men well conversant with foreign affairs to fill offices of importance, such as ambassadors, &c., irrespective of official routine on the subject.

The *Universal Circulating Herald* comments on official corruption and suggests its abolition and punishment.

LOCAL AND GENERAL.
THE S. S. *Pernambuco* has gone to Aberdeen Dock.

At the Marine Court to-day six seamen belonging to the S. S. *Cheops* were charged with refusal of duty and were ordered to forfeit two days' pay each.

In the Supreme Court to-day, Mr. Kingmill made an application in Mr. Duncan's case, that the exhibits connected with it might be handed over to him, that he might consult his client on them. The Chief Justice asked Mr. Kingmill for a precedent, and Mr. Kingmill replied that he could produce none. The Chief Justice doubted whether he had any authority to make an order of the kind, but suggested that the matter should be privately arranged. Finally it was arranged by consent that the exhibits should be placed at Mr. Kingmill's disposal by Mr. Brereton.

A CORRESPONDENT, writing from Foochow under date of the 18th instant, gives an account of the almost unrecorded floods there. He says such an inundation has not been heard of for the last fifty years. The river rose gradually from the 8th inst.

until the 10th, when the locality where the Chinese tea-hongs were situated was flooded to the height of one foot. The next day it was higher, by another foot, and it increased still more on the 12th, when the water was more than three feet high. The suburb Nantai, was completely flooded, and it is feared that the city itself did not escape. In some places the water was over 10 feet high, and the destruction to property and houses was incalculable, causing great misery and starvation to the unfortunates who are left homeless. The river was so swollen that the departure of the *Douglas* was put off till the 14th instant. On the 13th, however, the water had receded by about one foot. Dead bodies from drowning and starvation were but too plentiful, and the Chinese there were organising a relief committee. The flood was caused by the excessive rains.

The following is the order of Service of St. John's Cathedral, Hongkong, 1st Sunday after Trinity, 18th June, 1876.

Morning Prayer, Sermon and Holy Communion at 11.—Reader, The Colonial Chaplain; Preacher, The Colonial Chaplain; First Lesson, Joshua, III. 9 to IV. 15; Second Lesson, Acts, II. from verse 22; Venite, No. 6; Mercer; Te Deum, W. Sangster; Benedictus, 108; Monk; First Hymn, "Father of Mercies, in Thy Word," No. 260; Mercer; Kyrie, O. F. A. Sangster; Second Hymn, "My God, and is Thy Table spread," No. 448; Mercer. Evening Prayer and Sermon at 6.—Reader, The Colonial Chaplain; Preacher, The Colonial Chaplain; First Lesson, Joshua, VII. 13 to VIII. 21; Second Lesson, Peter, III. 8 to IV. 7; Psalms, No. 102; Monk; Magnificat, Parian Tones, Dr. Stainer; Nunc Dimittis, Parian Tones; Anthem, "My God, my God, look upon me," No. 2; Reynolds; Hymn after Sermon, No. 14 in Mercer.

Messrs HEDGECOCK & Co.'s Foonchow Weekly Shipping Repert, dated Pagoda Anchorage, 10th June, gives the following:—

Arrivals During the Week.—June 3, Anchorage, from Amoy; 3, Almatia, from Swatow; 3, Namoh, from Hongkong; 4, Candia, from Hongkong; 4, Glenfalloch, from Shanghai; 5, Statesman, from Hongkong; 5, E. C. Mutch, from Singapore; 6, Yesso, from Hongkong; 6, Lapwing, from Tamsui; 7, Prince Arthur, from Hongkong; 9, Douglas, from Hongkong; 9, Lochiel, from Hongkong.

Departures During the Week.—June 4, Europe, for Shanghai; 6, Yung Ching, for Shanghai; 6, Namoh, for Hongkong; 7, Free Trade, for Shanghai; 9, Waglan, for Kowloon; 9, Yesso, for Hongkong; 9, Glenfalloch, for London.

Shipping in Port.—Tokata, Viking, Bismarck, Castle, Galatia, Montgomeryshire, Macgregor, Naples, Vancouver, Koro, Anchorage, Almatia, Candia, Glenfalloch, Statesman, E. C. Mutch, Lapwing, Prince Arthur, Douglas, Lochiel.

In the course of the proceedings to-day at the Police Court, Mr. Denny's Chinese Interpreter was observed to have been holding communication with a prisoner for whom Mr. Denny appeared on an application for rehearing. The prisoner was sent to six weeks' hard labour and to be twice whipped ten strokes each time for stealing a \$6 note from an Indian. The sitting Magistrate, the Hon. C. May, said he could not allow any communication by an interpreter to a solicitor with a prisoner who was in the custody of the Court. Such conduct was unseemly and improper.

Mr. Denny observed that it was necessary for him to have communication with his client, and he had had no opportunity of doing so before.

The Magistrate said the interpreter to Mr. Holmes was despatched to the Court yesterday, holding communications with a prisoner every few minutes. Such conduct was improper and he would put a stop to it. If Mr. Denny wished to communicate with his client, he would have no objection to his doing so himself.

Mr. Denny replied that he did not understand Chinese sufficiently to do so. The Magistrate remarked that he did not assume in the least that Mr. Denny was a party in any way towards concocting a defence, and he had no doubt, he would be very sorry even to hear of such a circumstance, but it was unseemly and improper for a solicitor's interpreter to be despatched about the Court and holding private communications with prisoners. There had been a freedom—an impudent freedom—which interpreters to solicitors had arrogated to themselves, assuming an importance as if they were officers of the Court, and his Worship knew what effect such an assumption of importance would have on the Chinese. He did not, however, refer to this particular instance specially. In the present case, the prisoner was a convict, and being now in Court was in the custody of the Court, and his Worship could not allow such exhibitions of impudence.

Mr. Denny said the prisoner had been in goal all this time and he had no chance of getting instructions from him. His Worship presumed that it was the prisoner's friends who instructed him in this matter, and reminded Mr. Denny that this was a case of re-hearing, in which fresh evidence was to be produced to prove the prisoner's innocence, and not in support of what he had said before.

Mr. Denny observed that the prisoner might be able to give instructions material to the case.

The Magistrate said he would place the services of a Court interpreter at Mr. Denny's disposal. Mr. Denny replied that it was hard he should not have the services of his own interpreter who knew all the facts of the case. His Worship proposed that a Court interpreter should be present to hear the interpretation of Mr. Denny's interpreter.

Mr. Denny said this was an unusual course. All instructions from a client to a solicitor were always private. The Magistrate observed that if Mr. Denny did not consent to this proposition, he could not have any communication with the prisoner.

Mr. Denny replied that he could not accept the proposition under the conditions stipulated. He would rather not have any communication with the prisoner.

(London and China Express.)

The latest addition of two cadets has now brought the number of Japanese officers serving in the Navy up to six. Of these one was appointed to the *Immortalité* in 1872, another to the *Raleigh* in 1874, another to the *Audacious* in 1875, and one, who was lately attached to a ship, but is now engaged on shore, studying navigation. The last arrivals are to be appointed to the *Heracles* and *Minotaur*, so it will be seen that the flagships of the China and Mediterranean Squadrons, as well as of the Channel Squadron, are each supplied with a Japanese officer. Of the total number of foreign officers at present attached to ships of the Royal Navy two-thirds are Japanese.

A petition has been presented to the Court of Chancery for the winding-up of the Oriental Telegram Agency (Limited).

A first dividend of 9d. in the pound has been declared on the estate of Alexander and William Collicie.

Mr. A. Major, of Yokohama, has published what he has styled, without leave, a Supplement to Rutter's Exchange Tables, giving the calculations from 3s. 6d. to 4s. The new edition of Rutter noticed lately gives the rates to 3s. 9d.

The traffic receipts of the Great Northern Telegraph Company for the month of April were this year £1,406,916, last year £1,349,860. The total receipts from 1st January to 30th April were this year £1,355,560, last year £1,173,204.

Chinese Labour.—The *Pall Mall Gazette* says it is by no means improbable that in the course of the next few years the Chinese will pour themselves in shoals on the labour market of this country as they have done in California. Nor can there be a doubt that as domestic servants they will meet with a warm welcome in many a British household driven nearly to distraction by the grumbling, dishonesty, and inefficiency of cooks, housemaids, and general servants, who will also rejoice at the opportunity afforded them of handing over to these interesting strangers duties the performance of which is to themselves alike odious and degrading. When, by the help of the foreigner, the British employed has thus been rendered independent of the British employer, let us hope there will be an end of all those quarrels that have of late made the relations between the two so uncomfortable. The working man will have the opportunity for which he has so long panted of devoting his leisure time to his hobby. He will, in his meditations, by enabling him to realise the dignity of his own position, will vastly increase his self-respect.

Latest Mail Arrivals.—Yokohama, March 28, Shanghai, March 31, Foonchow, April 2, Hongkong, April 6, Manila, March 31.

The P. and O. mail, with advices Yokohama 21st, Shanghai 24th, Hongkong 30th March, Singapore 6th April, was received, via Brindisi, on the 8th inst., two days early. Japan advices to the 25th March, via San Francisco, reached London on the 8th inst. The French mail, with dates as tabulated above, was delivered, via Marseilles, yesterday (May 11th), four days in advance of its due date.

The resolution recently arrived at by the creditors of Messrs. Malouin, Hudson, & Co., in the Japan trade, for a private liquidation of the estate, has been registered by the Bankruptcy Court.

The following are the latest quotations of Banking and other Companies connected with the Far East.—Agra Bank, 84 to 9; Chartered Bank of India, 143 to 154; Chartered Mercantile Bank, 22 to 24; Comptoir d'Escompte, 1,630; Deutsche Bank, 174 to 180; Hong Kong and Shanghai Bank, 22 to 24; Oriental Bank, 41 to 43; P. & O. Company, 33 to 35; Messageries Maritimes, 2,620; Suez Canal, 7,314; Japan Loan 9 per cent., 108 to 110; ditto, 7 per cent., 101 to 103.

Passengers Booked.—Per P. & O. steamer *Pekin*, from Southampton, May 18.—To Hong Kong: Miss L. Stevens, Mr. J. Spurrell, Mr. G. O'Brien, Navigating Lieut. Buckler, Mr. T. F. Brown.

Per P. and O. steamer *Baroda*, from Brindisi, May 29.—To Hong Kong: Mr. Scherzer.

Per French steamer *Djemnah*, from Marseilles, May 21.—To Yokohama: Mr. Jules Colomb, Mr. Kemperman. To Shanghai: Mr. and Mrs. Marous Towell Mr. H. T. Wade. To Hong Kong: Mr. J. C. Wardlaw. Per French steamer *Hoggy*, from Marseilles, June 4.—To Hong Kong: Mr. Percy Montgomery.

The Report of Mr. Tremlett, British Consul at Saigon, on the trade of that port for 1875, has been issued. He states that the twelve months in question do not present any marked feature for notice, the term having been marked by a quiet prosperity which has gone far towards neutralising the effects of the losses of the previous year. The aggregate shipping has, exclusive of small steamers, been 243,377 tons, or 322 vessels, of which no less than 167,967 tons, or 201 vessels, have been British—in rough numbers, two-thirds of the entire tonnage. The export of rice has amounted to 5,590,282 piculs, the production having been on an unprecedented scale throughout the year. Of this amount 3,676,280 piculs went to China. The Consul reports that more ground is being annually brought under cultivation; and from the reports from the interior inspections the expectation was warranted that the crops for this year would be in excess even of that of 1875. In regard to imports Mr. Tremlett states that piece goods of British manufacture have met with a larger sale than before, and in fact, supply the entire wants of the colony in this class of goods.

We understand that the remaining portion of the carriages, &c., for the Woonung and Shanghai Railway have been shipped by the *Glenroy*, and that the line will probably be opened for passenger traffic in July. It is hoped that it will be soon extended to other places in the locality. The *State of Alabama* is taking out machinery for mining purposes.

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the three months ended March 31st, 1876, compared with the corresponding periods of two preceding years, is returned as follows:—

To	1874	1875	1876
China (exclusive of Hongkong and Macao)	£1,507,872	£1,299,178	£1,440,433
Hongkong	1,165,513	1,093,275	910,411
Japan	404,681	631,708	406,708
Total	3,078,066	2,994,161	2,757,552

The value of the Imports into the United Kingdom was:—

From	1874	1875	1876
China (exclusive of Hongkong and Macao)	£2,304,127	£2,504,744	£3,197,920
Hongkong	129,993	229,174	325,383
Japan	10,547	10,831	11,892
Total	2,444,667	2,744,749	3,535,195

On the 2nd inst. the screw steamship *Nepaul*, of 3,900 tons and 600 horse power, belonging to the P. and O. Company, and built by Messrs. Alexander, Stephen and Sons, of Linthou, went on her trial trip, and attained a speed of 14 knots per hour.

The engines worked with perfect satisfaction throughout. She has arrived in London, and will shortly take her place on the Indian service of the Company.

On the 26th ultimo there arrived at Liverpool two American ships, the *J. B. Brown*, under the command of Captain Kezar, and the *Southern Cross*, under the command of Captain Bellard. The ships towed out through the heads at San Francisco on the morning of December 31, 1875, side by side, discharged their pilots at the same time, and passed the Farallone Islands together. Met each other the next day, and parted company that night. Met again on the line in the Pacific, and again in the neighbourhood of the Island of Pitcairn, in the South Pacific, and did not see anything of each other until about three or four degrees of south latitude on the Atlantic side. Here they had it hip and took for a week or ten days, closely watching each other. Finally, a circumstance took place which the master of the *Southern Cross* says he never experienced before during a command in the East India trade for twenty-six consecutive years. Both ships arrived on the Equator side by side, bearing by compass due east and west, and on working up their latitude they found no latitude at all, not a fraction either way, in fact they were exactly on the Equator. From this point they parted company. Met again in the N.E. trade, sailed in company for a week or so, then parted. Met again off Holyhead, and took from the same company. Towed up the Mersey side by side, and had the dock-gates been wide enough they could have entered side by side. As it was, the *Cross* led the way in, the *Brown* following within a foot of her all the way.

Police Intelligence.

(Before the Hon. C. May.)
June 17, 1876.

OBTAINING GOODS—UNDER FORGED ORDERS. Chan Aking, 19, of Poony, Cook, and Chan Akin, 43, of Poony, Coolie, were charged with obtaining goods from Messrs. Lammett, Atkinson & Co. by means of a forged order.

Mr. Samuel Fischer, stated as follows:—I am a salesman of the store of Messrs. Lammett, Atkinson & Co. of this Colony. Between 8 and 9 a.m. on the 15th inst., the first prisoner who was previously altogether unknown to me came into the store alone. He handed me a paper the same now in Court marked A, which purported to be an order for five bolts of canvas, long flax No. 2. The order is signed "Achoong" and there is a red stamp of the name "Achoong" upon it. I don't know the writing, nor do I know the stamp. It was under the impression that it was Aching, a sailmaker whom I know, and I said to the first prisoner "I haven't got this kind just now (meaning the article mentioned in the order), you had better get your master here to select what he wants." He appeared to understand what I said and then left. He returned in about 20 minutes, accompanied by the second prisoner. It strikes me that I have seen the second prisoner before, but I don't know him. I don't remember where and when I had seen him before. I asked him who he was and he said "I am Achoong." I took him to be Aching, a sailmaker. I know Aching; he is an old man, but I thought the prisoner was connected with him, but I did not make any further enquiry. I said to him "I haven't got the particular kind of canvas you want, but you can select what you want." I can't say whether the first prisoner heard what I said; I was paying attention to the second prisoner and did not pay particular attention to the first, but they both returned together. The second prisoner asked if we had any good cigars and I told him we had, and that the price was \$10 a box. He said it was too dear. I said "you can get cheaper cigars at the China shops, but they are not good." To this the prisoner replied "Yes, and Captains of ships like good cigars." The five bolts of canvas were then given to him and they were carried away by two coolies. About one hour after that I made out a debit note or memo of delivery for Achoong or Aching by my coolie. He returned and said he could not find Achoong the sailmaker, and that nobody knew him. The five bolts of canvas cost \$77.20. I believed everything was right before this. I heard nothing more of this case until Inspector Grey came to our office yesterday morning. The second prisoner selected the canvas alone; I looked it to the debit of Aching or Achoong, the sailmaker. I saw our five bolts of canvas again at the Charge Room. I was shown a number of prisoners in the goal compound and I picked out the second prisoner right off, but in the identification of the first prisoner I picked out a wrong man before I came upon him.

The Magistrate here observed that he must say that this was a very loose way of carrying on business, and if the case rested on this transaction, there would not be much chance of convicting the prisoners. There was no false pretence as far as he could see. Here there was Mr. Achoong, the compradore of the P. and O. Company, and one Aching, the sailmaker, who was a myth, and there was another sailmaker named Achoong, who was not known at all in the Colony. Mr. Fischer ought to have conducted his business in a more business-like manner; otherwise there would be great losses. Here he delivered goods to a man of whom he knew nothing. It would be convenient to make the other charges into separate cases. He asked if Inspector Grey had any other case against the prisoners besides Mr. Macdonochie's.

Inspector Grey replied that a similar order had been presented at Messrs. Lane, Crawford & Co.'s, but the prisoners were not identified.

His Worship asked how Mr. Kwok Achoong was brought into the case as a witness.

Mr. Grey said he was not required in this case, but would be wanted in the case of *MacEwen, Frielke & Co.*

This case was then put off at this stage, and the second case was commenced.

ATTEMPT TO OBTAIN GOODS ON A FALSE ORDER.

Mr. Alexander Macdonochie was called. I am the manager of MacEwen, Frielke & Co., ship-chandlers. I know the prisoners. On the 16th inst. between 1 and 2 p.m. the last prisoner who was previously unknown to me came to the store and handed a memo to me, the same now in Court. It was an order for five bolts of Manila cigars No. 1. It was signed "Achoong." It bore also a red stamp of the same name. I asked him "Who sent you with this memorandum?" He replied "Achoong." I said "Is he the P. & O. Compradore?" He answered "yes." To

make sure on this point I asked our go-down man to ask the prisoner whether it was the P. & O. Compradore who sent him. The prisoner replied in English "yes." Not being satisfied with this order, owing to the name of Mr. Kwok Achoong not being properly spelled, I told the prisoner, "Very well, we will send the goods." He appeared to be anxious to get away with the goods, but when I told him we would send the goods he left without saying anything. Before sending the goods out, I asked our compradore to send round to Mr. Kwok Achoong with the order for the goods. This was immediately after the prisoner had left. The reply from Mr. Kwok Achoong was it was a forgery, and that a similar enquiry had been made of him by Messrs. Lane, Crawford & Co. I went to Lane, Crawford & Co. and saw the order which had been presented to them. I then went to the Charge Room, and made a report to Inspector Grey, giving a description of the prisoner. I went out at 6 p.m. same day purposely to look for the prisoner. I went through Tai-pingshan, and thence to the P. & O. factory. When near the new P. & O. wharf, I saw a group of three men talking together. I recognised one man as having a similar dress on as the first prisoner had when he came to the store. But he had his back towards me and I could not see his face. The second prisoner observing that I was looking at the first prisoner jumped back as if in alarm, and I sprang forward and caught the first prisoner, who then called out loudly to the second prisoner and the other man, asking them, as I presumed, to rescue him. I showed my stick and the two men ran away. The last prisoner then said "What for takes me? Have got friends." I took him to the Queen's Road at the cross Roads and handed him to a constable, No. 554. I preferred the charge at the Charge Room. The prisoner said that another man had given him the order to present. I don't know how the second prisoner was arrested.

The Magistrate asked if there was any chance of another case being got up.

Inspector Grey replied that he did not think so, and he had been round to all the foreign stores. There might be a case from the Chinese shops, as on the person of the first prisoner there were found orders on Chinese shops. One of them was purported to be an order from the Compradore of Vogel, Hagedorn, but it had not been presented. He did not think the prisoners had been very long in the Colony; they had come down from Shanghai lately.

Mr. Kwok Achoong was examined.—I am compradore to the P. & O. Company, steamer before and a merchant. I don't know the prisoners at all, have never seen them before. I never gave them an order for cigars; I know nothing about the order now shown me. I sign my name "Achoong" in English and not "Aching."

Yung Kung Hing, godown soolie at Messrs. MacEwen, Frielke & Co., was examined. He proved that the first prisoner was asked who "Achoong" was, and he replied "Kwok Achoong, compradore of P. & O. Company." He was told that whenever Mr. Kwok Achoong wanted cigars he invariably came and selected for himself. The prisoner replied "If you don't believe me, you can send the goods to him." He then left, and a letter in Chinese was sent to Mr. Kwok Achoong to make enquiries.

Inspector Grey proved the arrest of the last prisoner by Mr. Macdonochie. The prisoner said that he was sent to present the order by some person. On the person of the prisoner was found a pocket book, in which were written the names of five or six foreign firms. The writing was in English. There was also some writing in Chinese. In the pocket of this book, there were some Chinese papers, and a blank form in English, the same as the one presented to Messrs. MacEwen, Frielke & Co. The prisoner was sent out with some policemen to point out the man who was said to have given him the orders for presentation.

The second prisoner was brought back in custody, also the leather box in Court. There was nothing found on the person of the second prisoner, but in the leather box, there were three pieces of clothing, four stamps, one was in English "Achoong." This stamp corresponded with the stamped name on the orders A. and B. There were eight memos or orders for different goods directed to different firms. Seven of these were in addressed envelopes. No. 1 was addressed to Messrs. Heusermann, Herbst & Co., for five boxes of Manila Cigars, No. 1, signed Ah Choong and stamped Ah Choong, dated 15th June, 1876. No. 2 was addressed to the same firm for five boxes Manila cigars No. 1, signed Tung Kee & Co., dated 17th June 1876. No. 3 was addressed to Messrs. Lammett, Atkinson & Co., for six boxes Manila cigars No. 1, signed Ah Choong, and stamped Ah Choong, dated 16th June 1876. No. 4 was directed to Messrs. Lammett, Atkinson for five boxes of Manila cigars No. 1, signed Tung Kee & Co., dated 17th June 1876. No. 5 was purported to be an order on Messrs. MacEwen, Frielke & Co. for five bolts of canvas, long flax, No. 3, signed Tung Kee, dated 17th June. One of the four stamps found in the box is one in English, Tung Kee & Co., and this stamp made the impressions on the orders addressed to Messrs. Falchoer & Co., and Messrs. G. Gaupp & Co. The hand-writing of the eight orders was the same as that on those presented to Messrs. Lammett, Atkinson & Co., and Messrs. MacEwen, Frielke & Co. There were 67 blank forms or orders in English. There were also European ink and pens found in the box. The second prisoner denied that he had given the orders to the first prisoner to present to Messrs. Lammett, Atkinson & Co., and Messrs. MacEwen, Frielke & Co. The first prisoner was examined. The first prisoner gave the name of the second prisoner as the man who gave him the orders to present on the two firms. The second prisoner denied the charge, but the first prisoner corroborated with him and said that he did, he having gone to Lammett, Atkinson & Co., and got the five bolts of canvas. When the second prisoner was brought to the station a blind woman, said to be the wife of the second prisoner, was also taken up. She said her husband brought the canvas home. The second prisoner thereupon remarked that the first prisoner bought the canvas at auction and brought it to him to be taken care of.

Peter Jones, P. O. No. 19, the Constable

who arrested the second defendant, was then examined. He proved the arrest, and the finding of the box, as also the five bolts of canvas.

After the examination of another Chinese witness, the prisoners were committed for trial on the two charges. Both reserved their defence and waived their notice of trial.

CORRESPONDENCE.

RIVER BOAT FARE.

To the Editor of the "CHINA MAIL."

Hongkong, June 17, 1876.
Sir,—I cannot endorse the suggestion of your correspondent "Cheops" for a reduction of the fare by the *Powder* when he himself states that as regards accommodation and comfort *Tosca* is nowhere to be found. When he travels for a change he cannot be in any hurry to arrive at his destination, and such a traveller should always prefer the slowest of the slow, that he may enjoy for a longer time the salubrious effects of sea air. Besides this consideration, your correspondent appears not to be aware that the shareholders in the Steamboat Company have not yet proved themselves disloyal to the concern by patronising the opposition. Consequently, of what they pay to the Company's steamers they receive back a portion in the shape of dividend; and so sanguine was the ex-Chairman of the shareholders' loyalty to the concern as to vouchsafe the remark at the meeting preceding the last "makee opposition."

Instead of discussing this point of reduction of fare at the forthcoming meeting, as he suggests, "Cheops" should have suggested the dissolution of what is of vital importance to the Company—"how to send the opposition to the wall."

Yours faithfully,

SIGMA.

ARRIVAL OF THE ENGLISH MAIL.

The P. & O. steamer *Mongolia*, Captain Coleman, from Bombay, 20th ultimo, via Galle, Penang and Singapore, with the London mails of the 12th May, arrived this morning.

Galle, May 29.—The debate in the House of Lords on the Queen's Proclamation resolved itself into a rhetorical duel between Lord Salisbury and the Lord Chancellor. Different questions regarding the use of the imperial title have been asked in the House of Commons by Mr. Osborne Morgan and Sir Henry James.

The Colonies are free to adopt or to refrain from using the title of Empress. Latest accounts state that Turkish troops have gained a substantial victory over the insurgents.

A Conference of the three Imperial Chancellors supporting the Austrian note, will be held at Berlin.

Prince Bismarck's proposal to transfer the Prussian railways to the empire was supported in the Diet by a decisive majority.

The amnesty agitation continues in France. The Government is generally condemned.

Sir George Balfour has called for papers with the view of establishing a thoroughly reciprocal free trade between the Colonies and the United Kingdom.

An enquiry into the loss of the *Strathmore*, by the Board of Trade, has commenced.

The King of Dahomey has been fined £6,000 for outrages on British subjects. He refuses to pay, but is allowed time to June.

London, May 29.—The general anxiety on account of Eastern affairs is unalloyed. Insurers at Lloyd's are asking war risks. Three more ironclads have been ordered to the Mediterranean, making the number of the British Squadron ten.

Paris, May 29.—Kitt is the winner of the French Derby, which was run yesterday.

London, May 30.—The announcement that the Sultan has been dethroned, was today officially made. His nephew, the heir presumptive, Murad Effendi, has been proclaimed Sultan in his stead.

Lord Northbrook arrived in London yesterday.

The vote of £20,000 to meet the expenses of the Prince of Wales' visit to India will not be exceeded.

London, May 31.—The revolution in Turkey is regarded unfavourably everywhere.

New York, May 30.—Telegrams from Quebec state that a great fire has broken out there, and is still raging.

London, May 30.—Obituary.—Sir William Weir Hogg, Baronet.

London, May 31.—The deposition of the Sultan was peacefully effected by the Ministers. Abdul Aziz is now a prisoner. There are rejoicings at Pera. The London Press considers that the dethronement of the Sultan favours a peaceful solution of the Turkish difficulty.

Aden, May 31.—The P. & O. steamer *India*, with the outward English mails of the 19th instant, sailed for Bombay at ten this morning.

London, May 31.—There has been a debate in the House of Lords in reference to the affairs in Persia. Lord Carnarvon lengthily quoting from Sir Andrew Clarke's despatches enquiring Governor Jervois's departure from the policy indicated therein, instead of confining his functions to the Resident's advice. Lord Carnarvon has promised to explain his future policy later. Further details are wanting in respect to the cause of the dethronement of the Sultan.

China.

Pootchow.

(Herald, June 6.)

We hear that there is a great amount of sickness amongst the shipping at Pagoda Anchorage—no fewer than fifty cases being at present under medical treatment.

The S. S. *Glenfinlas*, laden with new teas, is announced to sail today for London, but, we believe, she has been detained. Her departure, thus early, was hardly looked for, and with such a good start she should easily beat all competitors.

The tall cutting epidemic, lately noticed by our northern contemporaries, seems to have extended to this neighbourhood. We hear of two cases having occurred near Limpo. In both instances the victims were quite unable to account for the loss of their national badge.

It is rumoured that the German Squadron, now assembled at Hongkong, has received instructions to co-operate if necessary, with the English Fleet in these waters. Sir Thomas Wade's arrangements in regard to the Yunnan expedition continue to be

watched with much interest in the North. The political situation is undoubtedly serious.

On Sunday morning last we witnessed a strange and somewhat unusual contest between a steam launch belonging to the Lekin officials and an ordinary "Dragon Boat"—manned by about sixteen natives. Against tide, the steam launch had decidedly the best of it; but on the return trip, when the tide was favorable, the launch could barely hold its own.

We hear that a Cargo-boat laden with tea intended for shipment to London, came to grief a few days ago near Pagoda Anchorage. A portion of the tea was damaged, but the bulk escaped any serious injury. These Cargo-boat people ought really to be more careful in the handling of their craft, especially at the present moment when every ounce of the intoxicating leaf seems to be worth its weight in silver.

H. E. the Viceroy left for Peking on Saturday last, accompanied by a numerous retinue. A large number of officials escorted His Excellency to the Chinese Custom House, where he embarked in a steam-launch for Mamo, at which place one of the Provincial gunboats was in waiting to convey the Viceroy's party to the North. Foreigners have no reason to regret the departure of this official—whose term of office in this province has undoubtedly tended to weaken the mandarinism in foreign estimation.

We learn that the Chinese officials are taking strong measures to protect the telegraph line between the Settlement and Mamo. The interruptions to the line have been very frequent of late, and the cost of replacing the stolen wire by no means trifling. As the native authorities are now in a possession of the property, they do not, of course, find it to their advantage to encourage the "Fung Shui" doctrine promulgated by them at the inception of the undertaking. Any interference with the telegraph is now regarded by them in its proper light.

Yesterday afternoon, at about 3 p.m., a wretched looking Chinaman—a native of the Chinkiang province—attempt

Portraits.

ANIMA ANCEPS.

Till death have broken
Sweet life's love-token,
Till all be spoken
That shall be said,
What dost thou praying,
O soul, and playing
With song and saying,
Things down and dead?

For this we know not—
That fresh springs flow not
And fresh griefs grow not
When men are dead;
When strange years cover
Lover and lover,
And joys are over
And tears are shed.

If one day's sorrow
Mar the day's morn—
If man's life borrow
And man's death pay—
If souls once taken,
If lives once shaken,
Arise, awaken,
By night, by day—

Why with strong crying
And years of sighing,
Living and dying,
Fast ye and pray?
For all your weeping,
Walking and sleeping,
Death comes to reaping
And takes away.

Though time rend after
Root-tree from rafter,
A little laughter
Is much more worth
Than thus to measure
The hour, the treasure,
The pain, the pleasure,
The death, the birth;

Grief, when days alter,
Like joy shall fall;
Song-book and psalter,
Mourning and mirth,
Live like the swallow;
Seek not to follow
Where earth is hollow
Under the earth.

—Swinburne.

SPARKING much is a sign of vanity, for he that is lavish in words is a niggard in deeds.

LIFE, like some cities, is full of blind alleys, leading nowhere; the great art is to keep out of them.

Friendship is the medicine for all misfortune; but ingratitude dries up the fountain of all goodness.

In the treatment of nervous cases, he is the best physician who is the most ingenious inspirer of hope.

We ought not to quit our post without the permission of Him who commands the post of man in life.

There are few defects in our nature so glaring as not to be veiled from observation by politeness and good-breeding.

When the million applaud you, seriously ask yourself what harm you have done; when they censure you, what good.

Friendship is not truly performed by the body of him whose heart is dissatisfied. The shell without a kernel is not fit for store.

Nature human applause nor human censure is to be taken as a test of the truth; but either should set us upon testing ourselves.

There is not the least flower but seems to hold up its head, and to look pleasantly in the secret sense of the goodness of its Heavenly Maker.

The pride of the heart is the attribute of honesty; pride of manners is that of fools; the pride of birth and rank is often the pride of dupes.

"You will get over it." Of all the styliques applied to a bleeding heart, a wounded soul, this sounds the most cruel, but is, in fact, the most wholesome.

Repetitive power of nature—that its radiance of which schoolmen talked such marvelous nonsense in the days when ideas stood where facts stand now—is as true of the human mind as it is of the body; and shattered joy repairs itself, happiness is restored after mutilation, wounded affection is healed, and scars take the place of sores, all the same in the life of man as in the life of the world—in souls as in plants. It is wonderful, when we think of it, what we do get over; some of us, certainly, with more trouble, and taking a longer time about it than others; but we all, with but few exceptions, get over everything in time, and after the due amount of despair has been undergone, the due number of tears have been shed.

It is easy to understand the passionate desperation of inexperienced youth, when things go wrong, and disappointment comes to shatter the fairy shrine that hope and fancy had busied themselves in building up out of mist wreaths and rainbows.

The boy's fever-fit of despair when cruel parents interpose with their vile prosaic calculations of how much for home rent, and how much for the butcher and baker, with the maddening deficit against the artist's income that is to provide food and a horse for the beloved, and consequent denial of the daughter's hand, and interruption of all intercourse for the good of both—well, he thinks that he shall never get over it. It has broken his heart, destroyed his life, ruined his happiness for ever, and there is nothing worth living for now, since Araminta is impossible. On her side, Araminta holds that it would be very nice to die and have done with the trouble of dressing for balls when Bertie is not here to see her—where, if he is there, he is not to dance with her, make sweet love in the conservatory, on the stairs, over the lace, the champagne. She thinks that, Bertie, denied, her womanhood will have no more sweetmeats, bring her no more hope; she will never get over it—never, she says weeping to her confidante; but next year she is the radiant wife of a well-to-do stockbroker, and Bertie's astuteness and love-making are no more substantial than her childish dreams of dolls and doll's houses. Bertie, too, laughs at his former self, when he is a prosperous R. A., painting for guineas where formerly he was not paid in peace, and meets with Araminta at the private view—she a British matron, with her quiver full and her brown hair gray; he also the father of a family, who has done with dreams even in his art, and who pats to what "R. A." sell rather than what he thinks to be the best. Ah! the Bertie and Araminta of life get over their romance with humiliating celerity; and that is the reason why it is sometimes quicker and more thorough in its operation than is quite satisfactory to the self-love of either. Submission to the inevitable is all very well in its way; but nobody likes that submission to be a lifetime when it involves the loss of himself. —Giles.

A STORY FROM MILAN.

A good story reaches us from Milan. A young nobleman of that city, of marriageable age, and master of a fortune of 10,000 francs a year, not long ago came to the conclusion that it was time for him to look out for a wife. His pursuits in life not being of the most strenuous character, he had leisure to combine amusement with research. Accordingly he advertised his want in a Milanese newspaper, requesting that every answer to the advertisement might be accompanied by the portrait of the lady who replied. A collateral result of this notice was that two or three of the best photographic artists of the city had more work on their hands than they could attend to. The direct result was sixty-five letters, with as many fair maidenly countenances as would furnish a good-sized album. The answers were in some cases accompanied by parental certificates, setting forth, in touching language, the charms and virtues of the daughters. Embarrassed by a choice of such unexpected variety and desirous to gratify that sense of humour which even the serious nature of his quest could not repress, the young man replied to each of his correspondents that, before coming to a final decision, a personal—not exactly interview, but inspection, would be of advantage. To each of the ladies, of course without the knowledge of the others, he sent a ticket for an orchestra stall in the Scala theatre, announcing that he himself would be in a particular box, the number and situation of which he stated. A few evenings later, the play-going public of Milan were perplexed to explain the appearance of one of the rows of stalls in that immense building. A long line of beauties, in toilettes of extreme elegance, unbroken by a single black coat, was observed. Furtively, and with trepidation, did each damsel from time to time raise her opera-glass to look—the cynosure of many black eyes—in which the graceful youth reposed. Suddenly, and with darkened brow, did each damsel turn to the long file of her neighbours, and wonder at the magnetism which drew each glass to the one central spot. By-and-by the audience, to whom some hint of the secret had leaked out, began to give audible signs that they enjoyed the joke. The sporadic laughter of the theatre increased the confusion of the young ladies; and the contagion of fun turned the sporadic mirth into a general roar. At this point our informant drops a veil over the scene, concluding his narrative with the trumpet-call, "Daughters of Eve, revenge!" We question if that young man will get married in Milan.

SPORT IN ABYSSINIA.

The Earl of Mayo has just given "the public a narrative of what he did and saw" in Abyssinia, in the shape of a volume published by Mr. Murray. It is always pleasant to find members of our junior nobility among our travellers to remote lands; and still more pleasant and useful when they put their impressions and experiences in a readable form. We all recollect how charmingly Lord Dufferin described his "Yacht Voyage in High Latitudes," how well Lord Milton and Lord Chesham described their "Journey across the Rocky Mountains," how graphically the Earl of Pembroke told us about his "Cruise in the Pacific." Books such as these do good service, and will always be welcome.

Lord Mayo and his companion de voyage, "H," went out on a sporting tour to Abyssinia. They got into the country at Massowah, on the coast of the Red Sea, in December 1874, and worked their way as far as the River Mareb, and afterwards to the Taakazee, where large game abounds in the neighbouring forest and jungle. His Lordship had a shot at some hippopotami in the Taakazee. He writes:—

"I heard, in a pool behind the ford where we had crossed, an unusual noise, grunting and bellowing. I went down with my gun-bearer to the edge of the river, and behold there were eight fine hippopotami disporting themselves in the river in the same way as the old river horse at the Zoo may be seen swimming about his tank. They reared themselves out of the water, and exposed their heads and part of their necks, sometimes opening their enormous jaws, so that I could see their white tusks. I fired at the nearest of the herd, and hit him behind the ear. He began bellowing profusely, and waltzed round and round in the water, causing tremendous waves. At last in about half-an-hour he sank and we saw him no more."

This was unlucky, but not by any means so annoying as a "terrible-mess" which he and his fellow sportsman made with a lion and a herd of elephants a few days subsequently. It appears that they came on some elephants and proceeded to stalk them. They were creeping along very quietly, when one of the attendants called out, "Ambassa!" which is Amharic for lion. Lord Mayo snatched hold of his "express," rushed up, and saw a fine male lion moving slowly away among the rocks. At the moment he was going to fire, "H" fired his heavy rifle close behind him, both barrels went off at once. "And I thought," says the author, "that I was shot, as mine draughts of powder is rather a large charge to let off close to one's ear. I missed the lion, so did H—I loaded again, and ran after him, and fired and missed."

The elephants, which were not more than forty or fifty yards off, went off in another direction, and the lion, passing through some trees, put up a herd of large deer. If, as the servants said, they had killed the elephants, "plenty of lions would have come to pick the bones."

From the time the travellers left Massowah up to their arrival at Taakazee, they had pretty fair general shooting. Their equipment, in the way of tents, was as complete as Edgington could make it, and blankets, lined with silk, are spoken of as a great comfort. There was no lack of provisions and cooking utensils, which were brought out from London; and, what with "express" rifles, and all sorts and kinds of guns by the best makers, the sportsmen had ample means to make big bags if they had only held them a little tighter and had more luck. Every facility appears to have been afforded them by His Highness the Khedive, who gave the travellers letters to the different governors of the Egyptian provinces through which they were likely to pass, also providing them with firmans. They had a retinue of efficient native Guards and servants. The party met General Kirkham, Commander-in-Chief of the Abyssinian Army. The General was formerly a steward in the P. and O. service. He left the P. and O. ship in China to join the British contingent raised by Colonel Gordon. Kirkham was badly wounded in the head and shoulder; he came home, and under Sir W. Ferguson's care, was cured.

He afterwards went to Annesley Bay, and at the time of the Abyssinian expedition was employed by Lord Napier, of Magdala, to buy bullocks. Subsequently he got leave to go to Abyssinia, and tendering his services to the king, was made a Colonel. He drilled some Abyssinian soldiers, and in a battle which the King fought against the Rehl Gubessa he gained great reputation, and for this battle (which he really won) was made Commander-in-Chief. The General came to visit Lord Mayo, who thus describes his first interview with him:—

"I was sitting in the tent, when suddenly I saw a fair, rather good-looking, slim man walking up to me. He was dressed in a frock coat and fustian cap, a sort of undress General's uniform."

They soon became great friends, and Kirkham was of much use to the travellers in getting them shooting and forwarding them through the country. While at the Taakazee they moved on the track of the herds of elephants, but had no success. Here Lord Mayo caught a chill one night, and found himself suffering from severe illness in the morning. From that date, Feb. 12, up to the end of the following month, when he got on board a steamer at Massowah bound for Suez, "more dead than alive," the journal is principally taken up with an account of his labours and painful journey, and of the sufferings he endured from dysentery. His friend H— left him at a place called Karoussa. H— went on to the Mareb and had fair sport. He shot four buffaloes, one leopard, one wader, a large furtive, and two crocodiles; he also shot some fawn and pigs, and a number of antelopes and other small birds. Determined not to come away from Abyssinia without shooting a lion, for some nights he watched over an old bullock, which they had brought down to the Taakazee with them, and was at last rewarded. The lion pounced on the bullock, and he shot him as dead as a door nail."

The real merit in Lord Mayo's book consists in the simple, honest, and frank way in which he writes. When Thackeray issued his editorial announcement in the *Cornhill Magazine*, No. 1, he said a kind and encouraging word, by way of invitation, to those who had never written before, and intimated, in his own forcible way, that more people could write than they themselves were aware of. We are quite sure that our young author strung together his notes and journal without a desire to write for writing sake, and so it turns out that what he has done is fresh and unstilted. Sportsmen bound for sport in foreign lands will do well to read his practical hints. He tells them what he took out in the way of outfit and provisions; he gives them good advice about the danger of exposing themselves to the night air; he recommends them to drink out of a silver cup, and he gives his reasons; he enjoins a little study in the way of butchering at Smithfield before going out to big game countries; and gives a great number of other useful suggestions. Altogether, Lord Mayo appears to us to be a pleasant companion, and we think the more highly of him from the fact that he is generally very ready for his dinner, and knows how to cook. To be enabled to bring down a brace of geese is one thing, but to be enabled to appreciate their livers (*viscера*) is another.—*Land and Water.*

THE GREAT BORE-ACT.

(Leith Herald.)

We have been favoured with the following, which is entitled "A Bill to Amend the Merchant Shipping Act, A.D. 1876." It is dated the 1st April—

"Be it enacted on and after the first day of April eighteen hundred and seventy-six, as follows:—

That is to say,

PREAMBLE.

1. This Act may be cited as the Great Bore Act of 1876.

2. This Act shall be construed as one and the same with all recent and future Acts on the same subject.

3. This Act shall have for its object the amelioration of the condition of the British sailor.

RESIDENCES ASHORE.

4. In every seaport in Great Britain and Ireland, the Isle of Man, and all the Colonies and dependencies of the British Empire there shall be erected, for the free use and accommodation of the British sailor, marine residences, which shall be entitled *Limp-soul Asylums*.

5. The cost of building, fitting, and furnishing said Asylums, shall be defrayed out of a tax of twenty-one shillings per gross register ton, to be levied on all ships, seamen, or craft holding a British certificate of registry. This tax shall be payable on the first of April first ensuing.

6. The cost of annual maintenance of the Limp-soul Asylums shall be paid out of an annual tax levied on all British tonnage—the amount of which shall be determined and assessed as the expenditure may demand.

7. The architecture, construction, and management of the Limp-soul Asylums shall be under the exclusive control of the Admiralty, and the marine department of the Bore of Trade.

8. It shall be indispensable for every Asylum to be fitted, furnished, and maintained with the usual appliances and style of a first-class Metropolitan Club.

9. It shall be competent for every person calling himself a British sailor to live thereat and enjoy, free of all charge (no gratuities allowed to waiters), bed, board, beer, and skittles, as long and as much as he may please. The British sailor shall have the privilege at all times of introducing foreign seamen free of charge.

10. A true British sailor shall be accorded such by making an affidavit to that effect.

MAINTENANCE AND SEAMEN.

11. No British seamen shall at any time under any circumstances be compelled to go to sea, or to the captain or owner of any ship, shall from time to time have the privilege and opportunity of holding interviews with the seamen for the purpose of conferring with them and offering them inducements to leave their Asylums and proceed to sea.

The lowest sum which any captain or owner may offer any British seaman as a bounty shall be ten pounds sterling; but it shall not be obligatory for any British seaman to accept such sum or any other sum; but no British sailor shall be permitted to accept any sum or sums exceeding one hundred pounds sterling—unless it be presented in the form of wages of spirits, tobacco, or other.

12. When a British seaman leaves his home or Asylum to join a ship he shall prior thereto be presented (at the cost of the owner) with a solid gold ring, bearing the name of Limp-soul—such ring shall be

properly surveyed by a competent surveyor of the Bore of Trade. In every instance shall the British seaman be transported to his ship or vessel in a carriage drawn by not less than two, but not exceeding four horses, and it shall be competent for every British sailor to be accompanied by his wife or wives at all times and in all places—but it shall not be deemed compulsory for any British sailor to produce certificates of marriage.

LODGINGS OR RESIDENCES AT SEA.

13. Proper lodgings shall be provided for the British sailor. Inasmuch as it is the duty of the captain and his officers to keep a proper look-out and safely navigate the ship—they shall live in a place, fitted, for them at the bow of the ship. They will thus be enabled to avoid collision by seeing fast ahead, which has hitherto been prevented by their residence in the after body of the ship. But the crew of British sailors shall, without any exception whatever, be comfortably lodged in large and airy apartments provided for their occupancy and use, in the after cabins of the ship.

To ensure the comfort of the British sailor every man shall be furnished with a gilded room measuring not less than twelve feet square and eight feet high. There shall be a large saloon in every British ship for the British sailors to meet together in, apart from the captain and officers, who shall only be permitted by a vote of a majority of the crew to have the privilege of dining with the crew once in six months. There shall likewise be an exclusive saloon appointed, fitted, and furnished, especially for the fumigation and mastication of American gold-leaf tobacco. But no ship shall be considered seaworthy unless she is furnished with a billiard saloon fitted with self-adjusting Bassett's swing table, and the requisite number of balls. No ship shall on any account whatever, be permitted to leave a port without having this table carefully adjusted by competent Bore of Trade surveyors. The Bore of Trade surveyors shall likewise be specially bound to interdict the clearance of any ship unless the balls, and every one of them, is properly loaded and marked with a disc showing plainly the load line of each ball. In the case of white balls a red disc, and in the case of red balls a white disc. The adjustment of this table and the balls being indispensable to the efficiency of the British sailor and the seaworthiness of the ship, any shipowner sending, or attempting to send, his ship to sea without conforming to this statute, and against the opinion of the competent surveyors of the Bore of Trade, shall be subject to a penalty not exceeding £500 sterling.

FOOD.

14. Proper food shall be provided for the British sailor. Salt beef, salt pork, and hard biscuits are hereby and henceforth abolished. Every vessel shall carry not less than one cook to every five persons, but in the case of large East Indian men-of-war one cook to every six persons. The cooking shall be done exclusively as pens for cattle, sheep, pigs, and poultry, for the exclusive use and nourishment of the British sailor, and the lower hold for cargo except what may be required for food and water for the stock.

But there shall be set apart in all ships exceeding a thousand tons register sufficient space in the between decks for a ball room for the British sailor, and such ships shall without exception carry a corps de ballet (nimble and expert in the mysteries of terpsichore) and suitable staff of musicians. But it is indispensable that all these should be examined and approved by competent surveyors of the Bore of Trade. In this way the comfort and health of the British sailor will be secured.

15. The forehold (that is the space before the collision bulkhead) in every ship shall be exclusively fitted and furnished with wine and beer cellar, and lenden pipes shall be carried thence to the quarters of the British sailor. Into every room shall such pipes be led, and they shall be properly fitted with hydraulic taps or draw pumps. No spirits shall be carried down the forehold in case of fire, but a tank sufficient to contain 5,000 gallons shall be built upon the main deck—a part of the solid structure of the hull—and shall consist of or be divided into fire compartments, holding respectively 1,000 gallons of rum, whisky, brandy, gin, Holland, which shall be for the exclusive use of the British sailor at all times of the day or night. It shall not be compulsory for the owner to furnish soda, seltzer, or Apollonaris water to the crew. All the arrangements in this department shall be carefully tested and approved by competent surveyors of the Bore of Trade.

16. At no time during the currency of any voyage shall any Captain or any Officers order or command any member of the crew without using polite introductory language, and it shall not be compulsory for any member of the crew to obey any order or command unless he, as an intelligent British sailor, is himself satisfied and convinced that it is a proper order.

17. In wet weather the crew shall, each and every of them, be furnished (at the cost of the owner) with Sangster's extra thick double-ribbed umbrella. And it is absolutely compulsory (otherwise the clearance may be prevented by the Bore of Trade) that all such glass umbrellas shall have been thoroughly inspected and approved by a competent surveyor or surveyors of the Bore of Trade, under a penalty for each defective umbrella of £50. But owners shall have the option by admitting in their articles of contract with the crew the clause, "during inclement or disagreeable weather, the crew are to remain in their cabins, gratified in flannel and with hot bottles at their feet"—of only supplying parasols of alpaca or cotton. But no ship shall be deemed seaworthy unless the umbrellas, parasols, or others, or sun shades, are of an ultramarine colour and stilted with cutgut.

18. If any work is at any time required involving the manual exertion of the British sailor, he shall at all times and under all circumstances be provided with white kid gloves, which prior to the sailing of every ship from the United Kingdom, shall have been inspected and approved by competent surveyors of the Bore of Trade. If at any time such surveyors discern that the hide of dogs, cats, rats, mice, weasels, badgers, or others, has been substituted for the fine bleached French kid, the owners of every ship found so in default shall be subject to a penalty not exceeding £50 sterling for every defective pair. It is also indispen-

SAFETY.

able to the sea-worthiness of every ship holding a British register, that said gloves shall only be of first-rate quality, fitted with two buttons—and it shall be compulsory that such buttons shall be made only of best extra quality bowling, lowmoor, or consett iron, stamped with maker's name, and accompanied by a certificate of proof on parchment, signed by the Bore of Trade.

20. Every British ship proceeding to sea shall be compelled to carry in addition to boats and lifeboats the following articles for the safety of the crew, viz.—For each man a Boyton patent swimming dress, and portable floating provision tank, containing not less than a month's food and drink, a looking-glass, a galvanic battery, thirty pounds of tobacco—a gross of matches, four gallons of choice brandy, and a sharp-pointed spear, twenty feet long, to engage the sea serpent. All which must be examined and approved by competent surveyors of the Bore of Trade.

21. No British ship shall under any circumstances proceed at any time during her voyage further than one statute mile from the shore, it being deemed unsafe to go into deep water with the British sailor. It shall therefore be compulsory for all ships on all voyages to hug the land.

22. No British ship shall on any account whatever encounter any storm, and if it be found on examination of the log book that the force of the wind has at any time exceeded Zero (See Meteorological formulae for force of wind) every owner of a British ship so exposing the lives of the British sailor shall be liable to being arraigned on a charge of culpable homicide in event of his being lost.

23. It shall be compulsory for all British ships, wherever they may be, at all times from dusk to daylight, to anchor.

24. If any British shipmaster observes a ship or vessel coming in the opposite direction he shall immediately stop his ship until he knows what the other ship does. If in doubt at once anchor. The crew must be piped to quarters, and splice the main brace. This shall be the only seamanship compulsory on the British sailor.

25. The safety of the crew shall be specially and exclusively the object of the shipmaster, and in hot weather, besides the previous provisions of the Act, it shall not be compulsory for any British sailor to obey any command or order of the captain or officer requiring his presence on deck, until by the unanimous vote of the crew the sun is ascertained to be over the fore yard. This matter shall be determined by properly consulting and reducing the cubical contents of the spirit tank on deck by the terms of the Act already provided for in Section 16.

26. If any captain or owner of any British ship causes any British sailor, under any circumstances, to get wetted with salt or with fresh water whereby he may catch cold and possibly die, he or they or both of them shall be liable to prosecution for culpable homicide.

JONES' TRAVELLING ALLOWANCE—A MORE OR LESS TRUE TALE.

Jones was a young man; scarce 22 indifferent years had passed over Jones' head, and he was in the Unconvinced Service.

One, never-to-be-forgotten month Jones' travelling allowance was cut.

The Supreme Government refused to pay Rs. 3, as 2, p. 1, on the ground that Jones' addition and multiplication were faulty; as exemplified in his demand for travelling allowance by rail. Now, Jones had spent hours with a railway guide and a pencil, and he had hoped he was not defrauding the population of India in this matter.

Jones remonstrated, and his remonstrance was unanswered. He then went to the financial offices of Government, and woke up three able Brahmin financiers. They yawned, and scratched their heads with their pens, which they routed out from behind their ears for that purpose.

Jones said—"You've cut me Rs. 3, as 2, p. 1. Why have you done so?"

An able Brahmin financier replied, "You must write in officially."

Jones said—"I have written, and the valuable document is in your possession."

"Then you must write in officially and say so," answered the still sleepy financier.

Ten years have now passed away, and the Correspondence on the subject of Jones' travelling allowance has cost a large sum of money, but it is still as it was before.

Jones went again to the financial offices. There were three other financiers, who woke up and scratched their heads and yawned.

Jones said—"I want my travelling allowance—Rs. 3, as 2, p. 1."

One financier said—"You must write in officially."

Jones said—"I have done so. My first letter was sent in ten years ago."

Another financier remarked—"You must write in and say so, officially."

Twenty years have now gone, and Jones will soon be fifty-five; and being an experienced and valuable officer, will have to retire. He has not yet got his travelling allowance, but is full of hope.

He went again to the financial offices. A grey-headed, but still able Brahmin financier stopped his fiancée with a final word when Jones came in, yawned, and scratched his head.

Jones said—"I want my travelling allowance—Rs. 3, as 2, p. 1."

"You must write in officially," was the answer; with which Jones was becoming familiar.

"For thirty years I have been writing in officially," said Jones, "and I am almost becoming impatient."

"I think your name must be Jones," said the financier. "I remember seeing some document referring to your allowance."

"So do I," answered the now excited Jones. "I can remember some few cartloads of documents on that subject."

"It has gone on to the Government of India," yawned a Brahminical but able financier, from a corner.

"When will it come back?" asked Jones. "We can't say, sir, but it usually takes about the same time to come back as it does to go."

Jones went to his home, and resigned. He made a present of the money to the population of India.

Jones is now dead. An official letter has come to the Bombay Government, sanctioning the "disbursement" of Rs. 3, as 2, p. 1, on account of travelling allowances due to Mr. Jones, of the Bombay U. C. S.

As Mr. Jones retired 20 years ago, and is no longer living, it cannot be paid to him. A correspondence is therefore going on as to what is to be done with the money.

In twenty years more it may be settled. —*Bombay Gazette.*

SPELLING BEES.

If we are to believe Professor Max Müller, the spelling bees will have an easy time of it in another generation or so. In a very interesting article in the *last Port-nightly Review*, he explains the system of phonetic spelling, and shows the good that would result from its general use. He further shows that so far from being destroyed by phonetic spelling, the historical and etymological characteristics of the English language, in many cases, would be rendered more distinct; and that "taken as a whole, the loss occasioned by consistent phonetic spelling, would hardly be greater than the gain." But the loss, if any, to the historical and etymological student of language ought not to be considered when the enormous gain to national education is taken into account. Of the millions of children, who in England under the present system require, on the teacher's authority, some four or five years to learn to read, but a small proportion ever succeed in learning thoroughly and with real advantage to themselves. In contrast to this we have the following, with reference to the phonetic system. Careful experiments in teaching children of various ages and ranks, and even paupers and criminal adults, have established that pupils may be taught to read books in phonetic print slowly but surely in from ten to forty hours, and will attain a considerable proficiency after a few weeks' practice; that when the pupils have attained fluency in reading from phonetic print, a very few hours suffice to give them the same fluency in reading ordinary print. An example is given of a little boy, a few months more than four years old, who learnt to read any phonetic book without the slightest hesitation; the longest and hardest names in the Old and New Testaments proving no obstacle; and the knowledge was imparted to him in something less than eight hours. The Professor gives a specimen page of phonetic spelling on the Fittman system, in which some new letters are introduced into the present alphabet; and yet but little exertion is required to read it almost as readily as an ordinary English-spelt page; nor would it give any one much trouble to learn either the new letters or system of spelling. The Professor concludes by maintaining that no one defends the present system of spelling; that everybody admits the practical advantages of phonetic spelling, and that sooner or later a reform in every written language is inevitable.

THE "PIONEER" ON THE LADIES.

One of the difficulties of the day is to find employment for languid ladies over-laden with leisure. Some work flowers in crevices, some make scratchy pen-drawings, miscoloured etchings; some etch in good earnest and bravely upon their dresses with *aqua forte* and stopping-out varnish; many paint in oil; most dabble in water-colour; some sketch from nature, more from chromolithographs after Robotham; some engrave on wood, others carve it; some make cunning fret-work with little saws; some illuminate with gold and colors from their own designs; but many more buy their outlines with directions where to dab the colors and gold. And it must be admitted that though the rank and file of the sex is painfully liable to be led astray by designing tradesmen with "materials" to sell, and deplorably afraid of judging for itself in matters of taste, the average excellence of feminine productions has greatly risen of late years. In Berlin wool-work and its offshoots were always frankly horrible and ugly; but some of the recent embroidery is quite charming. The field of employment too is expanding. We observe that the Queen has opened its columns to the irrepressible Dr. Hunter, late of the Madras School of Art, who has kindly undertaken to teach the ladies of England the art of modelling on clay, as he curiously expresses it. There are few things in the whole range of science and art that the *ci-devant* surgeon-major in the Madras Army would not undertake to teach; but sculptors are by no means inconsiderable as a class, and it seems justly preposterous that an amateur should be allowed to take a place which could only be satisfactorily filled by a trained expert. Since England is said to be learning so much from India, perhaps they are but now discovering the great fact, long known to us, that your amateur is your only artist.—*Pioneer.*

Miscellaneous.

ABROPOS of the question of the purchase of the Suez shares, which has again been incidentally raised in the House of Commons, it may not be wholly inopportune to mention that the possible inopportunities of another and competing canal through Egypt, to connect the Mediterranean and the Red Sea was at one period under the notice of the Khedive, and that the question of the project was referred to Sir John Hawkshaw, whose opinion, from an engineering point of view, was not unfavourable to the project.

In the midst of these anxieties about the political situation in Europe, which, had there been a threat of war, could hardly have been more potent in depressing public securities, come all sorts of rumours about the abdication of the Czar—the temporary abdication—which, with the explanation afforded, are significant. There is great uneasiness at St. Petersburg. The Emperor's plans for the next few months, we are told, have all been changed. The condition of abdication, we are to understand, is an outbreak of war. If there is peace, the Emperor will not find it necessary to go into retirement; but it is said to be inconceivable that the Emperor has declared that he could not bear the strain of a war between any of the interests of Russia should make it impossible to avoid a war between any Emperor or Power, he will abdicate—that is the St. Petersburg news, and the correspondents of our daily contemporaries at St. Petersburg, Berlin, and Vienna are distinctly of one mind. They are either one and all alarmists, or the situation is critical.

BENZELZY, Sept. 1869.—Gentlemen, I feel it a duty I owe to

